



THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., JUNE 10, 1925

No. 1



Last Glimpse of old Hill Street Station Site.

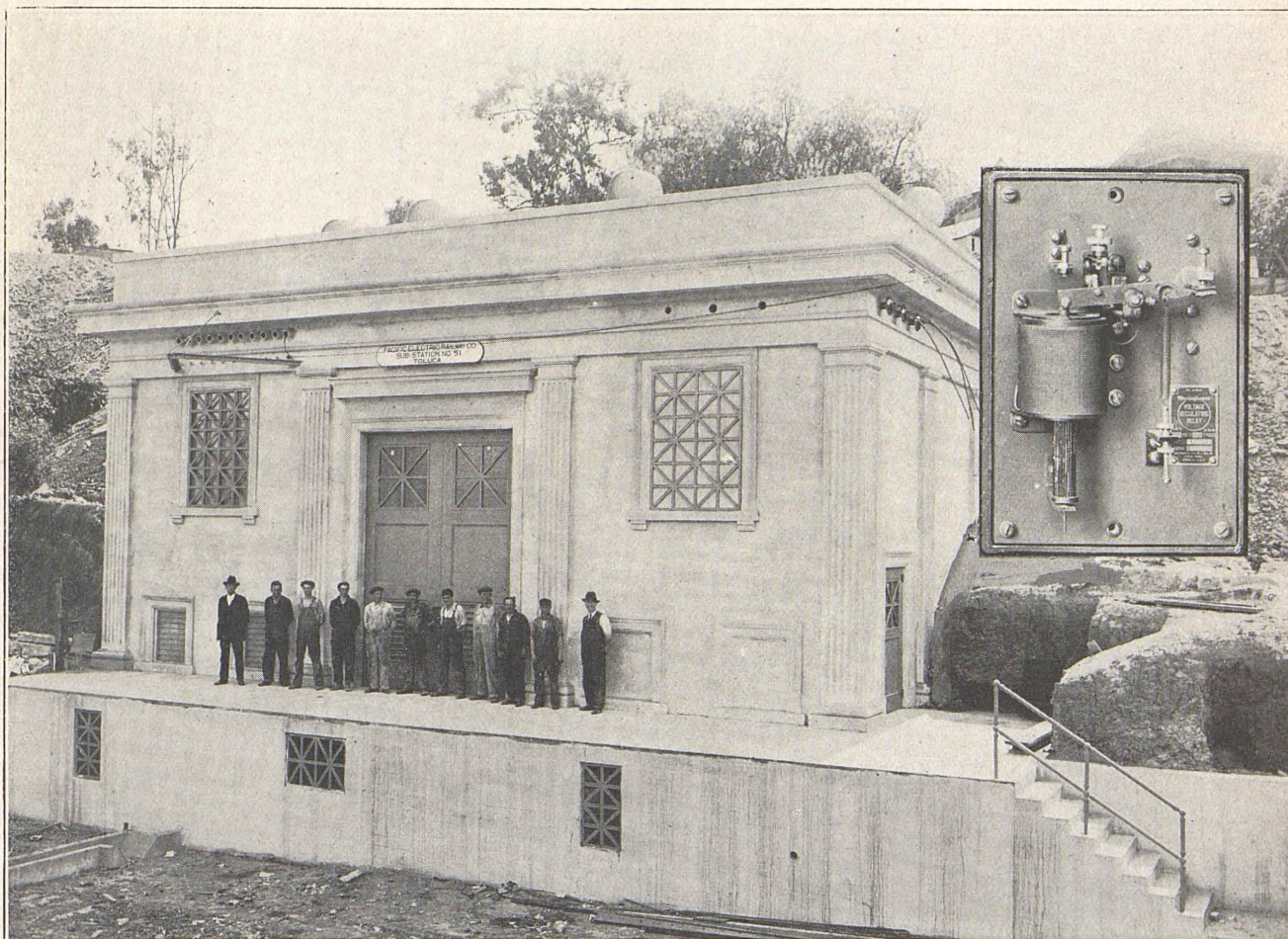
Good Timber

THE tree that never had to fight
For sun and sky and air and light,
That stood out in the open plain,
And always got its share of rain,
Never became a forest king
But lived and died a scrubby thing.
The man who never had to toil,
Who never had to win his share
Of sun and sky and light and air,
Never became a manly man—
But lived and died as he began.

Good timber does not grow in ease;
The stronger wind, the tougher trees;
The farther sky, the greater length;
The more the storm, the more the strength.
By sun and cold, by rain and snows,
In tree or man good timber grows.
Where thickest stands the forest growth
We find the patriarchs of both,
And they hold converse with the stars
Whose broken branches show the scars
Of many winds and much of strife—
This is the common law of life.

—SELECTED.

POWER UNIT COMPLETE FOR SUBWAY SERVICE



The artistic substation shown is located at west portal of new tunnel and will take care of additional power required on account of operation through bore. Construction Foreman, H. Black, and his crew are seen in the foreground. The automatic equipment for the operation of substations consists principally of an assemblage of relays. The insert to the right is an under voltage relay, typical of the automatic substation mechanism.

WITH the inauguration of service Glendale-San Fernando Valley through the new Hollywood-tunnel, the Toluca substation, now under construction at the west portal of the tunnel, will immediately assume a very important position in the Company's chain of substations.

This new power unit, in addition to carrying the major portion of the tunnel and terminal load, will also be the distributing center for all of the electrical energy required for operating the entire railway facilities in the new Hill Street Terminal. Due to its strategic position the Toluca substation will relieve the existing heavy load on the Olive substation and materially improve voltage conditions on the Hollywood and Glendale lines.

The substation will be interconnected by means of feeders, with the Maple Avenue, Olive, and Ivanhoe substations. Suitable switching equipment will be installed for operating the feeders, singly or collectively, thus providing a unified system and flexible electrical energy supply to meet the varying demand of an exceedingly diversified load.

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

The substation will be automatically operated and equipped with a 1500 kilowatt, 600 volt D. C., 6 phase, 50 cycle, 600 R.P.M. compound wound synchronous converter, with complete automatic equipment, all of the most modern type and incorporating the latest developments in that branch of electrical engineering activity.

The building is of concrete construction and absolutely fireproof. While the general layout and floor plan of the station conforms to Pacific Electric standard power station practice, the exterior design marks a departure from the usually severe, to one of the more ornate characteristics.

The automatic control apparatus of the Toluca substation, in addition to providing for the starting, operating and shutting down of the synchronous converter, will safeguard the equipment against abnormal conditions of practically every character. Briefly, the automatic control equipment consists of an assemblage of relays and

contactors, which perform the necessary functions in proper sequence, in connection with operating the substation equipment.

In addition to the relays and other devices required for starting and shutting down the station machine under normal conditions, there are protective relays for limiting overloads and over-speeding; for disconnecting the machine in case of power failure, single phase operation, and reversed polarity. Also provision is made against excessive overheating or failure of any part of the equipment. There are many other contingencies provided for to insure reliable operation protection of the equipment against any one or a combination of conditions that might occur.

A picture is shown of the "Under Voltage D. C. Relay," which is the first relay to operate in the normal sequence of operations. This relay is actuated by the trolley voltage dropping to a predetermined value, usually 75% of normal, caused by a car or train entering the zone of the station which at that instant is idle. The low voltage relay in turn causes the next

relay in the sequence to be energized, and so on to the end of the operation. Incidentally, the entire operations consume less time in actual practice than is taken to briefly tell of it.

The addition of the Toluca substation, together with the Amoca and North Long Beach stations, now under construction will increase the number of automatically operated substations to a total of fourteen, with a combined installed capacity of 16,750 kilowatts. The total installed capacity of the entire system for both manually and automatically operated substations will be 68,500 kilowatts.

—Visit P. E. Camp—

TICKET EXPIRATION DATES

The Ticket Agent of the Passenger Traffic Department states that some Conductors are refusing to honor coupons from week-day and calendar month commutation tickets after twelve o'clock midnight of the date shown, which necessitates passenger paying additional fare and inconvenience of writing or coming to the passenger office for adjustment. As provided in tariff, these coupons should be honored up to and including 2:00 a.m. of the day following date shown on such coupons.

The rule applying to the honoring of week-day or calendar months commutation tickets differs from rules applying to other forms of commutation tickets. All other forms of commutation tickets expire at twelve o'clock midnight of the expiration date shown on cover.

Attention of Conductors is also directed to the necessity of ascertaining from beach patrons whether or not they want the excursion ticket good not later than Monday following date of sale, or the regular 10 day ticket good 10 days from date stamped on back.

In recent weeks many adjustments have been made which could have been avoided to a great extent by Conductors making inquiry of passengers at time of selling ticket. Failing to do so causes patron to make a useless trip to the general offices and frequently their ill will is incurred.

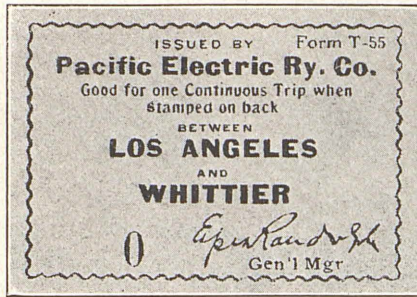
—Visit P. E. Camp—

COST OF MAKING MONEY

Paper money is so much a thing of daily life that it seems natural to think of it as an almost natural phenomenon, like the leaves of the trees. But paper currency is not produced by the waving of a wand. One of the biggest manufacturing plants in the world produces it by hard labor and the use of intricate machinery.

The dollar bill, for instance, costs 1.7 cents to make. This seems a small figure taken by itself but when it is considered that 48,000,000 of these bills must be put into circulation each month, it will be seen the cost mounts up. Those who complain of dirty money and governmental carelessness are probably unaware that a \$1 bill remains in circulation only from six to eight months. With each one costing 1.7 cents to make it will be seen that the actual cost of putting dollar bills in the hands of the people is

Ancient Ticket Recalls Early Days Of Railway



PICTURED above is the first ticket ever sold for passage over the Whittier line, which began operations more than twenty one and a half years ago—November 3rd, 1903, to be exact.

This ticket was purchased (but not used) by Mr. George E. Little, still a resident of Whittier, from Mr. H. F. Stewart, now Vice President of the Farmers & Merchant's Bank, but at that time General Passenger Agent of this company. The G. P. A.'s duties in those days evidently were not quite so arduous and responsible, inasmuch as Mr. Stewart sold tickets over the counter and made train schedules, prepared advertising matter, if any, figured travel expectancies, received visitors, etc, between customers.

At the time the Whittier line went into service the Pacific Electric building was under course of construction and a small one-story shack, located on Sixth Street at the present site of the Kerckhoff Bldg., sufficed to meet travel requirements. Pending the completion of the present station at 6th and Main Streets Whittier's cars terminated at a point directly in front of the old Burbank Theatre, where cross-over was located. The Pacific Electric system then consisted of the Pasadena Short Line, San Gabriel, Long Beach, Monrovia and Whittier lines. Los Angeles then had a population of less than 120,000.

The Glendale, Newport Beach and San Pedro line were added to the system in 1904.

As will be noted from ticket, Epes Randolph, now deceased, but who later rose to a position of great responsibility with the Southern Pacific organization, was General Manager.

Mr. Stewart only recently came into possession of this ancient memento of his early connection with this Company. He was visited by Mr. Little a few weeks ago who recognized him and recalled his having purchased the ticket from him. He gave it to Mr. Stewart, who prizes it highly and kindly loaned it to us for reproduction.

about 3 per cent a year—a figure equal to savings bank interest.

If the life of the \$1 bill could be prolonged only two months, the government would save \$1,666,000 annually.—L. A. Times.

CITES STREET CAR AND BUS RELATIVE ADVANTAGES

Whether the bus will entirely succeed the electric car, some day, is often discussed.

Most bus manufacturers and well informed electric railway men who have studied the subject here and abroad say the electric car always will remain the chief conveyance or mass transportation. Theorists, demagogues, and, in many cases, stock salesmen for bus promotion schemes, picture the electric car as being on its death bed.

The answer to the discussion apparently is found in London. There bus development has reached the highest stage of any city in the world. Double-decked buses are used almost wholly. The maximum street capacity for buses has been reached. Yet they carry only 40 per cent of the total number of riders. If bus service is to be extended, streets must be widened, at the expense of taxpayers, and fares raised. It also would require five buses to replace every three electric cars now running.

Relative advantages and disadvantages of the electric car and the bus recently were summarized by the chairman of the Highways Committee in a report to the London County Council as follows:

Seating—Electric cars seat more persons than buses and, in wet weather, the advantage of the electric car is 200 per cent.

Speed—The electric car is under better control and has a higher standard of acceleration and deceleration.

Safety—Being confined to rails, the electric car is least liable to accidents, and is not liable to skidding sideways.

Costs—The electric car costs less per seat mile to run.

Highway Damage—Practically no damage is done by the electric car.

Bad Weather—Experience has proved the electric car can continue to run in foggy and snowy weather after omnibus service has suspended.

Flexibility—The bus has a greater flexibility, but experience shows this is least available when most required—in congested areas.

"The main consideration," the report continues, "must always be a financial one and while the electric car has such a big advantage in seating accommodation, the cost per seat mile for operation must always be considerably less than that of smaller vehicles.

The report strongly indorsed the use of the bus as a part of electric railway service, pointing out that it could be used to advantage in making extensions.

Figures recently published by automotive authorities in the United States show that there are half as many buses as there are electric cars in the United States, but that they carry only between one-sixth and one-seventh as many riders. Of course, most of the buses used here as single decked.

The use of the bus is growing widely among electric railways and doubtless it will continue. There is no question about the excellence of bus service in its proper place. There is a very grave question about it wholly supplanting the electric car.

Timely Topics for Trainmen

INQUIRIES made from time to time indicate that there is some misunderstanding among Trainmen relative to the application of the "Wait Order" in connection with single track operation. In the hope of eliminating any doubt that may exist in the minds of those concerned, J. E. Wagner, Train Service Instructor, prepared the following illustration and comment on the subject:

TIME TABLE			
3*	1	2	
A.M.	A.M.	Stations	A.M.
9:00	8:50	A	9:50
9:10	9:00	B	9:40
9:25	9:10	C	9:25 9:35
9:30	9:20	D	9:20 9:35
9:40	9:30	E	9:10 9:35
9:50	9:40	F	9:00

*—Second class.

ORDER NO. 5

To No. 2 at F:

No. 2 Mtr. 812 wait at E until 9:35 a.m.

Com. 9:00 a.m.

A waiting order makes the schedule time of the train so ordered as much later as mentioned in the order. Such an order applies at the station mentioned and as far beyond that station as the schedule time is earlier than the waiting time stated in the order.

It will be seen from the time-table above that Order No. 5 changed the schedule time of No. 2 at E, D and C to 9:35 a.m.

If you were on No. 1 with a copy of Order No. 5 and could make station E by 9:35 a.m. it would be proper to proceed ahead.

If on No. 3, the second-class train, with a copy of Order No. 5 and could make station D by 9:32 a.m. it would be all right to proceed insofar as No. 2 is concerned.

If outbound on a passenger extra with a copy of Order No. 5, and points C, D or E could be made by 9:32 a.m. it would also be OK to proceed insofar as No. 2 is concerned.

—Visit P. E. Camp—

Following last month's explanation by Mr. Wagner of how to locate and remedy 600-class car and train failure, below he explains some of the most likely sources of 1100-class failures and how such difficulties may be overcome:

If a Car Fails to Move

Always be sure that train is properly protected by flagman.

After determining that there is power on the line and air pressure is normal; re-set overload trip and if it fails from re-set switch, set it by hand.

Examine control switch and fuse in the cab; also main control switch and fuse in the panel.

See that the main switch and motor cut-out switches are in proper position.

Inspect main fuse on roof; the trolley buzzer should ring if this fuse is blown.

Two or More Cars in Train

If the control fuse in cab or main control fuse in panel continues to blow,

uncouple car and try each car separately. When recoupling cars leave the slides disconnected on the defective car and operate from an OK car. If head car is defective it should be switched to rear of train as soon as possible.

It should be remembered that if the main fuse on roof is blown on head car the entire train will be dead from that car.

Pump Failure

Examine synchronizing switch and fuse, compressor switch and fuse in panel; also compressor switch located at the side of master governor. The blowing of main fuse on roof will also open the pump circuit.

Inspect compressor motor for stuck brushes and leads burned off.

Brakes

Sometimes while uncoupling cars brakes go in emergency before uncoupling is completed. In such a case brakes cannot be released from brake valve. Close brake pipe and main reservoir pipe, cut out cocks near universal valve; drain auxiliary and supplementary reservoirs.

If brakes still fail to release, loosen plug in brake cylinder gauge-pipe near brake cylinder being sure to tighten it after brakes are released and use bypass switch to complete uncoupling cars. After cars are uncoupled cut-out and drain cocks must be closed.

Pipe Ruptures

If a brake-pipe should break on a single car, close brake-pipe and main reservoir pipe cut-out cocks; drain auxiliary and supplementary reservoirs and use straight air application position to apply the brakes, automatic service position to hold them applied and handle off position for releasing.

If this should happen on any car in a train the brakes will have to be re-

leased on all cars, as before state, it should be remembered that under such condition you will only have control of brakes on the head car, or the car from which you operate. The by-pass switch must be used for operating car.

Should a main reservoir pipe break on a single car or any car in a train, all brakes must be released, as explained above, for brake-pipe rupture. In addition, the main reservoir cut-out cock on all cars must be closed. In such a case use hand-brakes and bypass switch until defective car is set-off.

—Visit P. E. Camp—

ACCOUNTANT BALL TEAM TO ENTER SATURDAY LEAGUE

Baseball warriors from the Accounting Department are again on the war-path Saturday afternoons for this coming year.

The team is fortunate in having sufficient talent in the Accounting Department to develop a fairly representative team, and one will be able to hold its own with other teams in its class.

Thus far it has succeeded in breaking even for the first six independent games played and the team hopes to enter one of the new leagues being formed by the Managers Association. The Accounting Department team would be pleased to play any other department of this Company who are thinking of, or have organized a team in the interest of promoting Company athletics.

Scores of the games played to date are as follows:

A. J. Bayer.....10	Accountants 9
T. V. Allen..... 0	Accountants 4
Auto Club..... 9	Accountants 8
A. J. Bayer..... 3	Accountants 1
Pacific Mutual.... 4	Accountants 9
American Athletic Club..... 4	Accountants 7

The team is composed of the following members: Houston, catcher; Sciaroni, pitcher; Cates, 1st B.; M. Levin, 2nd B.; H. Levin, shortstop; Jordan, 3rd B.; Uecker, left field; Grenke, center field; Ruesh, right field and Boyer, utility.

—Visit P. E. Camp—

Redondo Pavilion Improved

Following approval by the management last month, work is soon to begin on the enlarging, remodeling and re-furnishing of lodges in the Redondo dance pavilion. The cost of the work will approximate \$3200.

At this time the dance hall is being redecorated and together with the improvement in lodges planned, will greatly enhance the beauty and attractiveness of the pavilion.

—Visit P. E. Camp—

A Canine Speedometer

The city motorist was indignant. "How do you know I was exceeding the speed limit when you haven't a watch or anything?" he demanded.

"Wal, ye seen that yaller dog achasing ye, didn't ye?" inquired the rural constable. "When that dog can't keep up with a feller I know that feller's goin' morn'n 30 miles an hour, b'gosh!"

—Boston Transcript.

"30 Years Ago Today"

HERE'S an interesting news item which appeared in the Pasadena Star News on May 27th, 1895, being reproduced last month under heading "Thirty Years Ago Today:"

"The electric car made its first alternating trip today. Heretofore the cars went up Raymond and down Fair Oaks, but now they run first up Raymond and down Fair Oaks, then up Fair Oaks and down Raymond. The system appears to be very confusing.

"The first trip carrying passengers over the electric road from Echo Mountain to Mount Lowe was made yesterday. The road is not completed and the car will be pulled by two mules.

"Theodore Roosevelt will shortly assume his duties as chief of police of New York City."

Subway Site Action Intense

Re-located Station Put into Service With Minimum Delay and Inconvenience

"THE greatest concentrated building activity that I have ever seen in progress during my experience," was the manner in which P. J. Walker, contractor-in-chief on the company's subway terminal station and the Subway Terminal building, summed up the feverish activity of working forces engaged late last month. As indicating the amount and extent of work being done five steam shovels, 60 trucks and 600 men were employed.

The tearing down of the Hollywood passenger station, together with removal of trackage and overhead, and installation of new trackage layout for the new re-located station, involved many operating difficulties, since service had to be maintained without interruption. The work was so planned that operation over old tracks was continued until all that remained to do was the connecting up of new lead tracks in Hill Street. The turnouts to the south were connected on the morning of May 31st after service was discontinued. On the morning of June 2nd the lead tracks to north for Hollywood cars were installed and connected. With north and south bound turnouts connected to the new trackage layout, full use of new station began and the contractor immediately started the razing of what remained of the old Hollywood station preparatory to beginning additional steam shovel operations.

The new station's rail layout is composed of seven tracks, having a combined capacity of approximately 30

cars. Eleven switches of rather complicated design, owing to the restricted area of the yard, were necessary to permit the flexible movement and transfer of equipment. Such of the special work as was not of standard stock was fabricated at the Sherman shops in record time.

The task of switching service from the old to new trackage layout was completed in less than a week's time, during which time only slight delays occurred to service and the public was put to a minimum of inconvenience owing to the thoroughness of preparations and the diligence of supervisory forces of the engineering, electrical and transportation departments. Chief Engineer Johnson and corp of assistants were on the job both night and day speeding and overseeing the progress of the work.

Early this month steam shovels were working at four different locations on the property. One was engaged in excavating in Olive Street, where a section approximately 100-feet wide is to be removed and later bridged over. For the present traffic has been stopped on Olive Street between Fourth and Fifth until such time as under crossing is completed.

An interesting feature of the work being done is the underpinning of adjoining buildings. At some location on the property it is necessary to sink shafts at nine foot intervals to a depth of approximately 70-feet, or approximately the height of a six story building.

TAXES IN CALIFORNIA EQUAL VALUE OF SOIL PRODUCTS

Cost of national, state and local government in the United States has increased 10 to 20 fold during a period of time when the population has increased but three fold, President Paul Shoup pointed out last month in an address before San Francisco lumber men at the Palace Hotel.

In dealing with the increasing burden of taxation upon the income of the producers of the state and nation, Mr. Shoup estimated that taxes in California—national, state, county and municipal—amount to \$500,000,000 a year, "just about the value of all of the state's agricultural crops at point of production."

This condition, he said, results from failure to consider the effect of excessive taxation upon the people rather than merely whether or not the money voted is for laudable purposes.

"Many of the appropriations are for purposes entirely commendable in themselves, such as education and highways," said Mr. Shoup, "but public moneys should be spent, just as a wise family spends its own funds, with due consideration of whether or not there is sufficient income to pay for the things desired."

In speaking of the great volume of legislation undertaken by national, state and local government, Mr. Shoup said that "it is not the number or kind of laws that makes a nation great but a high average intelligence and quality of character of its people."

—Visit P. E. Camp—

His Technique

Judge—You are charged with stealing Col. Julep's chickens. Have you any witnesses?

Uncle Moses—Ah heb not. Ah don't steal chickens befo' witnesses.

ACCIDENTS ON HIGHWAYS EXCEED GRADE CROSSINGS

Twenty out of every 100,000 persons in the United States were killed during 1923 in motor vehicle accidents on public highways according to the report of the National Conference on street and highway safety.

Of these fatalities only two of every twenty occurred at railroad crossings.

Fast driving and inattention are given as the responsible element in the majority of cases.

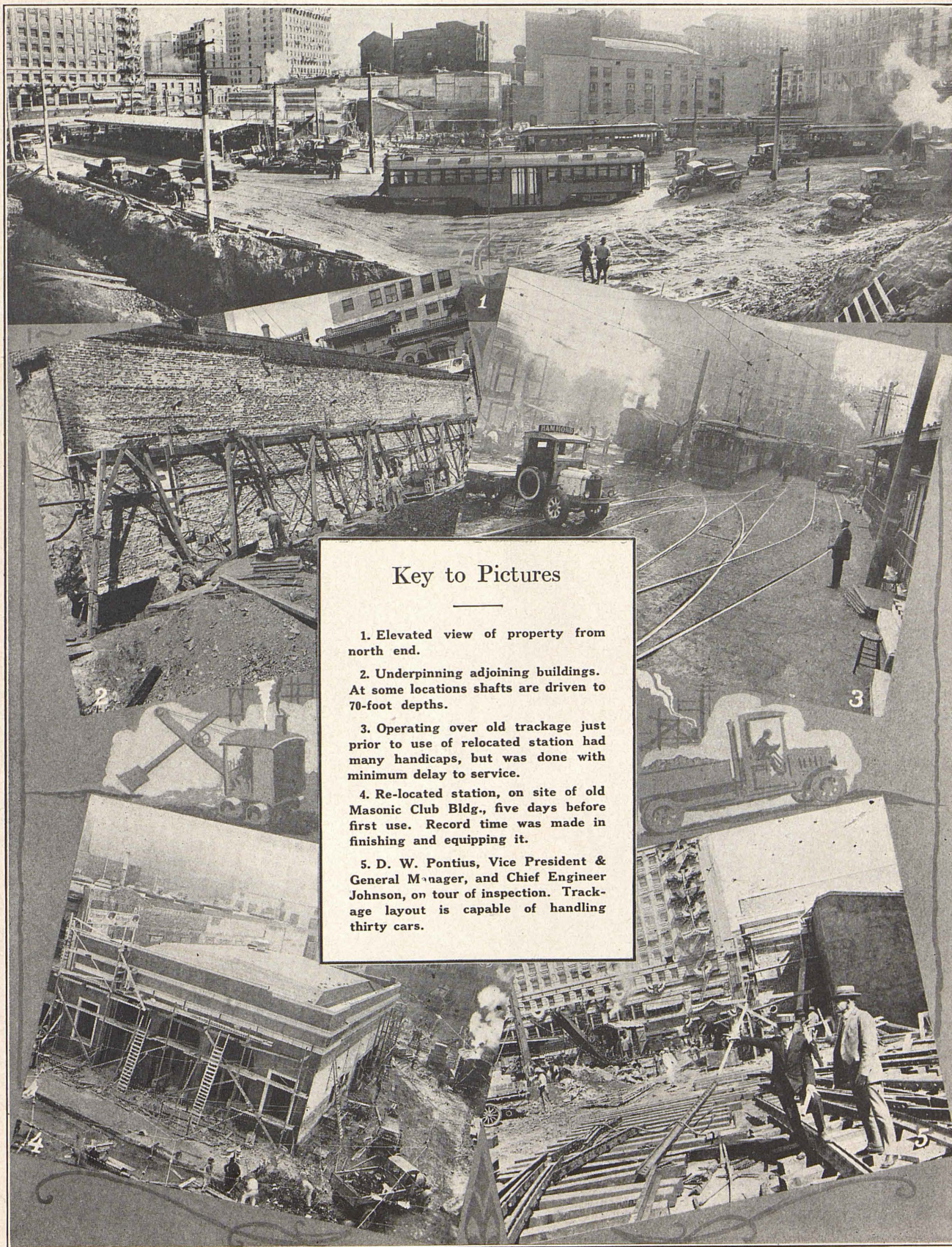
George W. Anderson, Judge of the Circuit Court of Massachusetts, discussing this situation in a recent article said:

"Twenty-five years ago we were struggling, strenuously and expensively, to get rid of railroad grade-crossings because of their obvious danger to life and limb. Motor cars have today made thousands of miles of our city streets, for all practical purposes, grade crossings; indeed, in many respects, worse than grade crossings. For the rail tells us where the steam engine and cars are going, whereas the motor car is very frequently found where the pedestrian does not fairly expect it."

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

Passenger Revenue	\$ 1,011,571.35	
Freight & Switching Revenue	493,868.77	
Other Revenues	45,704.02	
Total Railway Operating Income	\$ 1,551,144.14	
Total Railway Operating Expenses		
Wages	\$773,152.57	
Other Charges	425,970.01	
Transportation for Investment—Credit	4,886.84	1,194,235.74
Revenue Less Operating Expenses	\$ 356,908.40	
Depreciation	\$ 52,453.40	
Taxes Assignable to Railway Operations	97,957.28	
Total Depreciation and Taxes	\$ 150,410.68	
Revenue Less Operating Expenses, Depreciation and Taxes	\$ 206,497.72	
Non-Operating Income	59,469.64	
Net Revenue	\$ 265,967.36	
Interest on Bonds and Other Debt	\$372,821.48	
Rent and Miscellaneous Income Deductions	118,645.63	
Total Deductions	\$ 491,467.11	
Let Loss for month	\$ 225,499.75	
Net Loss for 4 months	\$ 783,449.59	
Total outstanding Deficit as of April 30, 1925	\$14,153,387.84	
Los Angeles, Calif., May 27, 1925.		L. A. LOVELL, Auditor.

OUR NEW SUBWAY TERMINAL IN THE MAKING



Key to Pictures

1. Elevated view of property from north end.

2. Underpinning adjoining buildings. At some locations shafts are driven to 70-foot depths.

3. Operating over old trackage just prior to use of relocated station had many handicaps, but was done with minimum delay to service.

4. Re-located station, on site of old Masonic Club Bldg., five days before first use. Record time was made in finishing and equipping it.

5. D. W. Pontius, Vice President & General Manager, and Chief Engineer Johnson, on tour of inspection. Trackage layout is capable of handling thirty cars.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The May meeting of the Executive Committee of the Pacific Electric Club was held in the Ball Room of Mt. Lowe Tavern on May 6, 1925, at 3:10 P.M. The following members were absent: J. A. Severance, W. T. Orr, A. W. Day, H. L. Legrand, M. R. Tyler, W. H. Lowry, W. F. Watkins, B. F. Manley, J. E. Flathers, B. Schermerhorn, F. L. Guenette, S. A. Bishop, and L. A. Lovell.

Club Fund

Balance, 4-1-25	\$ 19.94
Receipts	1,094.25
Total	\$1,114.19
Disbursements	565.78

Balance, 4-30-25	\$ 548.41
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Relief Fund

Balance, 4-1-25	\$ 159.10
Receipts	732.50
Total	\$ 891.60
Disbursements	563.50

Balance, 4-30-25	\$ 328.10
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Unfinished Business

President Thorburn stated that the work order for the necessary improvements in the Shops at Torrance to better the ventilation system is now before the proper officials and that it is expected that it will receive the proper O.K. shortly.

Mr. Delmar, Committeeman on the Western Division, stated that the toilet facilities at Ocean Park has been satisfactorily arranged.

Mr. Crawford, Committeeman from the Mechanical Department at San Bernardino, gave an excellent report on the entertainment which was held at that section of the system for employees. He stated that the crowd was large, the entertainment excellent, refreshments plentiful, and that everyone was well pleased.

The entertainment given for the Mechanical Department at Torrance on April 24, 1925, was carefully reviewed by Mr. Brooks. The crowd was the largest in the history of the Shops, the special entertainers were unusually good, ice cream, cakes, and punch was plentiful, and the P. E. Orchestra played excellently. In fact, the people at Torrance are so delighted with their good time that they are expecting to hold another entertainment in the month of September.

New Business

Manager Vickrey read a letter from Mr. Pontius concerning the Group Insurance Plan from which the following quotation is taken: "Our group insurance plan is no longer an experiment. As evidence of this, during the past fifteen months \$63,000.00 have been paid without contest to employees disabled, or to the families of those who have passed on."

During the month of May, three men will canvass the various divisions of the Company to get as many additional members for the Group Insurance Plan.

Mr. Ross, Committeeman from the Mechanical Department at Macy Street, who has been in the Pacific Hospital with injured feet, was present after having been away some four months. He reports that the two months and eighteen days which he spent in the hospital were made as pleasant for him as possible under the circumstances by the most excellent care given him by Dr. Weber, the skilled nurses, and the many friends who called daily to inquire about his condition.

Mr. Harold J. Steitz, the Committeeman appointed to fill out the remaining months of the Executive Club year vacated by Miss Nellie McCabe, gave a very pleasing reply when called upon by Mr. Thorburn to draw the attention of the Committeemen to their new member.

A motion was moved and seconded by the members of the Executive that a letter of thanks be written to C. H. Burnett, Manager of the R. E. T. & R. Department, and to W. A. McCammond, Special Agent of that department. President Thorburn asked the Secretary to write such a letter requested that the vote of thanks be incorporated in the minutes of the Executive Committee.

As many fine improvements have been made at Mt. Lowe Tavern during the past year, Mr. Thorburn asked Mr. McCammond to give a talk on the subject, which he did making the following points: There are now forty rooms with steam heat, hot and cold water. Forty cottages built with the idea of homelike comfort are available to those desiring more freedom than the hotel rooms afford. The Hotel is open to all classes of people and the wonderful surrounding mountainous scenery has ever new beauty for the eye of anyone who enjoys nature at its best. Mr. McCammond invited the members of the Executive Committee to accompany him on a tour of inspection throughout the Hotel and its grounds. He laid stress on the fact that the Hotel is now known as Mt. Lowe Tavern and no longer as "Ye Alpine Tavern."

Four Mortuary Fund payments were made during the month, the names of deceased being shown elsewhere in Magazine.

—Visit P. E. Camp—

P. E. MASONIC CLUB

Transportation Night—June 9, 1925. This is the night that you have been waiting for. Be there and learn how to railroad. Harold J. Steitz will preside.

During May, the Pacific Electric Masonic Club visited South Park and Eastlake Lodges and conferred two degrees.

P. E. CLUB BULLETIN

From June 10 to July 10, 1925

- Wednesday, June 10:**
Rod & Gun Club meeting, 8:00 p.m.
- Thursday, June 11:**
Club Dance in Ball Room at Club, 8:30 p.m.
- Friday, June 12:**
Vaudeville at the Club, 8:00 p.m.
- Saturday, June 13:**
Agent's Association meeting, 8:00 p.m.
- Monday, June 15:**
P. E. Band rehearsal at 8:00 p.m.
- Tuesday, June 16:**
Northern Division Safety Committee meeting, 2:00 p.m.
- Wednesday, June 17:**
The Trainmen will meet as follows:
Northern Division at Club.
Southern Division, Long Beach.
Western Division, Sherman.
- Thursday, June 18:**
Club Dance in Ball Room at Club, 8:30 p.m.
- Friday, June 19:**
General Staff Meeting, 10:00 a.m.
- Monday, June 22:**
P. E. Band rehearsal, 8:00 p.m.
- Thursday, June 25:**
Club Dance in Ball Room at Club, 8:30 p.m.
- Friday, June 26:**
Vaudeville at the Club, 8:00 p.m.
- Monday, June 29:**
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, July 1:**
Executive Committee meeting, 2:00 p.m.
- Thursday, July 2:**
Club Dances discontinued for the summer.
- Monday, July 6:**
P. E. Band rehearsal, 8:00 p.m.
- Tuesday, July 7:**
Southern Division Safety Committee meeting, 2:00 p.m.
- Wednesday, July 8:**
Rod & Gun Club meeting, 8:00 p.m.
- Thursday, July 9:**
Western Division Safety Committee meeting, 2:00 p.m.
- Friday, July 10:**
Vaudeville at the Club, 8:00 p.m.

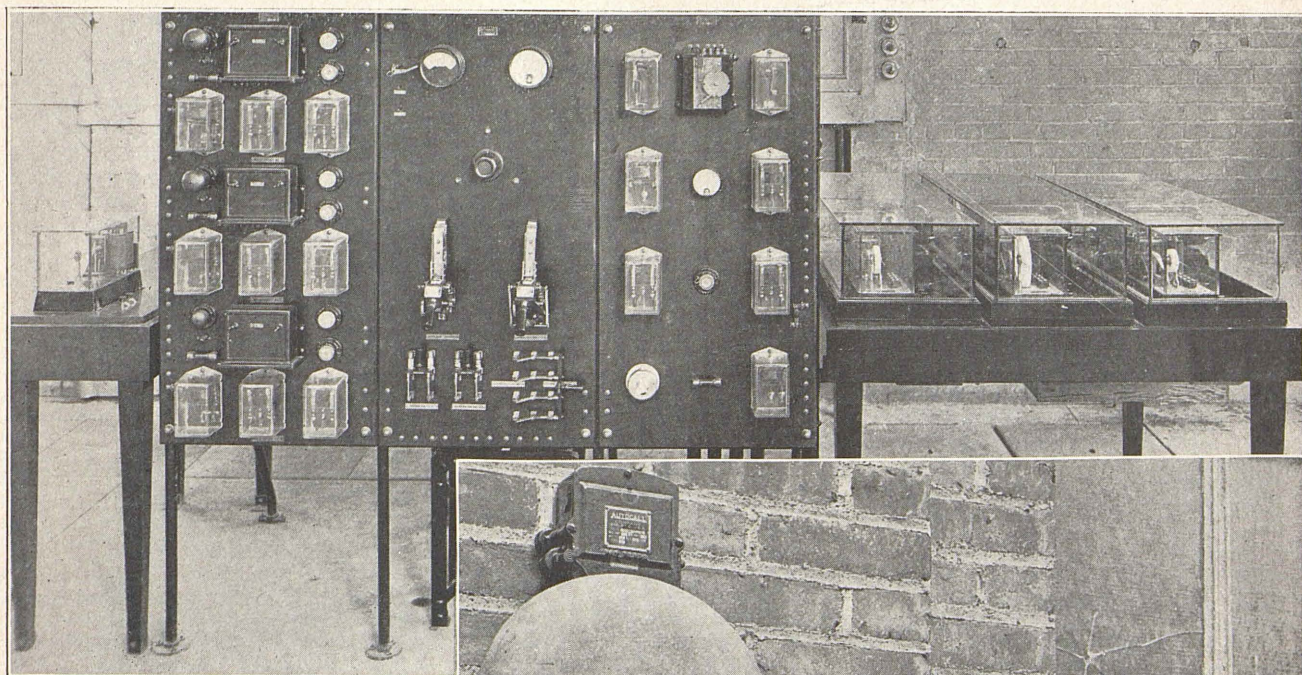
—Visit P. E. Camp—

L. A. HARBOR RATE SCHOOL MAKES GOOD PROGRESS

The Rate School classes at the Los Angeles Harbor being conducted by Educational Advisor E. W. Hill, is progressing nicely with good weekly attendances. A. H. Stahl, Asst. Agent at San Pedro, advises. An intensive study of the conditions as printed on the reverse side of Bill Lading was recently completed.

During the course of classes held to date the students have been favored with the presence and addresses by several well-known and qualified speakers. On Friday evening, May 1st, Judge Frank E. Smith of the Superior Court, gave a highly instructive and interesting address on Bill Lading conditions from a legal standpoint. The presence of the Judge was arranged through the courtesy of the American Extension University (law school).

AUTOMATIC SIGNALS REDUCE FIRE HAZARDS



Above is shown relay panel switchboard, master clock, fire and watch recording units, etc., used in modern fire protection plant just installed at the Torrance Shops.

Alarm boxes, throughout the plant, locate fire scene and cause an alarm to be sounded. Fire Chief, Al Nolan, is seen in act of turning in an alarm at one of the forty-two alarm boxes scattered through the yards.

By E. W. COOK,
Chief Electrical Inspector

A COMPLETE automatic fire alarm and watchman signal system has recently been installed in the Torrance Shops to make it possible to give prompt assistance to the night watchman in case of emergency and to provide better fire protection.

This system consists of a relay panel switchboard, fire and watch recording units, master clock, call bells, motor generator set, batteries, etc. in the power house and forty-two fire and watchman boxes located throughout the yards and buildings. In connection with the fire alarm equipment, a new motor driven high pressure water pump is being installed in the power house.

This signal system is similar to the ones used in many cities where the fire boxes are located on street corners and in case of fire are operated by breaking a glass window and pulling a lever down to cause an alarm to be sounded in the fire station and a call number displayed to give the location of the box pulled.

At Torrance the alarm signals are received and recorded in the power house by a device that punches holes in a paper tape and at the same time blows the drill whistle and sounds the three alarm gongs.



Each box has a code number of two or three figures which are represented by short blasts on the whistle and single strokes on the alarm gongs; thus, 3-2-2 would be --- -- --.

Divided by Zones

Since it would hardly be possible to remember the number and location of forty alarm boxes, unless an easily remembered numbering plan is used, the

yard is divided into four fire zones by north and south lines, briefly outlined as follows:

Zone No. 1 includes the line and track material stores and section of yard west of the baseball grounds.

Zone No. 2 includes the Freight Repair Shop, lumber yard, paint shop building and section of yard between Zone No. 1 and west transfer table pit.

Zone No. 3 includes the power house, dry lumber storage, wood mill and erecting shop building, main store house, office building and section of yard between the two transfer table pits.

Zone No. 4 includes the welding shops, machine and armature shop building, scrap bins, blacksmith shop and yard east of east transfer table pit.

The first figure of all fire box numbers is Zone No. 1 is "one" and is represented by one short blast on the whistle and one hole punched in the recording tape. Similarly, all box numbers in Zone No. 2 being with "two," Zone No. 3 with "three" and Zone No. 4 with "four" and are indicated by two, three and four short blasts on the whistle or holes punched in the tape. The other figure or figures in the box numbers indicate the relative locations of the boxes in the Zones.

For example: Box 3-1 is at the storage shed near the north end of Zone No. 3; box 3-1-1 is in the erecting shop near the center of the Zone; and box 3-2-2 is in the office at the south end of the Zone.

A convenient way to memorize the numbering scheme is to assume to be standing in front of and facing the office building with a copy of your favorite evening paper in your hands, then the zones will be represented by the first four columns on the page, beginning at the left, and the box numbers will be low at the top of the column or north end of the zone and increase as you read down the column or go toward the south end of the zone.

Turning in a Fire Alarm

Referring to the picture of Fire Chief turning in an alarm from box 4-4 at north west corner of machine shop:

The small cast iron hammer on the chain, seen in the picture, is to be used to break the glass window in the front cover which is normally held closed by a spring latch. When the glass is knocked out, this cover is thrown open by a spring to expose the operating lever. Pulling this lever down winds the box mechanism which rotates the code wheel to send a certain series of current impulses through the switchboard relays in the power house. These relays control the drill whistle valve and punch recorder in such a way that the box numbers are indicated by short blasts on the whistle and by holes punched in the paper tape.

This signal is repeated four times so that everyone may count the blasts and be certain of the number of the box pulled. In case of an actual fire, the large whistle will be blown by the engineer to give the same signal that was turned in by the fire box.

All hose cart captains and crews will definitely locate the Zone and building from which the alarm was turned in and the crew for that section of the yard will immediately man the hose cart and other fire fighting equipment and go to the fire scene.

The engineer at the power house will start the fire pump and stand by to de-energize any electrical feeders

Ready for Your Vacation At Our Mountain Camp

JUNE 1st marked the opening of our Vacation Camp in the San Bernardino mountains and never in the history of the Camp were conditions more ideal nor as much of a pleasurable nature offered to visitors there as is available this year.

Approximately \$17,000 worth of improvements have been added in the past few months and by the time the Magazine reaches its readers all of the work will have been completed. Among the betterments for this year were the construction of eight new single and two new double cabins, improvement of social hall, including new hardwood floor and beautiful stone pergola, purchase of five rowboats for fishermen and overhaul of motor launch.

One of the most attractive new features is the building of a new trail from the Camp to the summit of hill immediately back of it. This trail, leads by easy gradient, not exceeding 10%, into fine timber, and affords a beautiful view of the lake and other colorful mountain scenes.

Mountain wild flowers are just beginning to blossom, trees are taking on new foliage, and vegetation is luxuriant and plentiful. report those who have been in the San Bernardino mountains recently.

Early reservations made indicate a most promising season.

All should make these reservations as early as possible.

that might interfere with the fire fighting.

Answering a Real Fire Alarm

The drill whistle signals will be followed by a similar signal on the large whistle and all fire crews will man their equipment and proceed to the fire.

The engineer at the power house will start the fire pump and await orders to de-energize all electrical feeders that interfere with the fire fighting.

Other employees will await orders from their Foremen.

Watchman Signal & Recording System

The operation of the watch signal system is similar to the fire alarm in that current impulses are sent back to the relays in the power house when any one of the forty-two boxes is wound.

Forty of these watch boxes are combined with the fire alarm boxes, so that a minimum of wire and conduit is needed to connect them to the power house switchboard. Whenever a call is turned in from one of these boxes a recording mechanism in the power house stamps the date, hour and minute on a paper tape and punches a number of holes in the tape to indicate the box number.

At present this equipment is operated by five men on each shift during the night. One man is stationed at the recording units in the power house to watch the tapes and make an entry in a log book each time a signal is turned in. This assures the men out in the yard that assistance will be given them in case of an emergency very shortly after the regular time for receiving a signal from the next box on their routes.

Only five minutes leeway is allowed for turning in a signal before a warning bell is automatically sounded and a red lamp lighted in the power house.

Previous to the installation of the present automatic equipment, it was necessary to locate and call the fire crews or get word to the engineer by telephone or messenger so that he could sound the whistle alarm. Nearly all serious fires have had small beginnings, and it is not necessary to mention here the importance of seconds in getting started to fight them.

The automatic alarm system provides a means of shortening this time as anyone can turn in an alarm from the nearest box, and the whistle signal is almost instantly blown to call the fire crews.

During the night, or at other times when there are only a few men in the shops, the automatic system has the further advantage of calling all hands to the fire with the least possible delay and at the same time permitting the watchman to use the local fire fighting equipment.

The watchman signal system is used every night and as it enables the man on duty at the power house to keep in close touch with the men out in the yard, it should give a feeling of security to these men as well as be a relief to those charged with their safety and that of the shops.

—Visit P. E. Camp—

THE SIZE OF THE FLAG

Revised dimensions for the United States Flag have been decided upon by the Federal Fine Arts Commission, after conferences with a committee of Government officials designated for the purpose, says a recent article in the Scientific American. The decision was reached after a series of tests made on the memorial flagstaffs at Arlington, where it was possible to display many flags side by side for purposes of comparison. The change is explained by the statement that the present flag is too long for its width, and that reducing the length will make it more artistic. The present proportions are 1.90 inches of length for each inch of width. The fine Arts Commission has decided upon 1.67 to one.

Applied to the flag displayed at the Postmaster General's office—claimed to be the largest correctly proportioned flag in existence—the new proportions would involve a loss of approximately eight and one-half feet. This flag now has dimensions of 70 feet, 4 inch by 37 feet. The famous Star Spangled Banner of Fort McHenry, as preserved in the Smithsonian Institution, is now 34 by 30, and is believed to have had an original length of 36 feet, giving a ration of 1.20 to one.

**AGENT'S WORK IN COMMUNITY
WINS PRAISE OF PRESS**

While it appeared some time ago in the Claremont Courier the following comment, although written in a humorous strain, gives ample evidence of the sterling services Agent C. J. Hileman is rendering to both the city of Claremont and his Company. The writer thus expressed himself:

"Of course a limousine is luxurious, a touring car is tempting, a coupe is cute, a roadster is rejuvenating, but if you follow the suggestions of C. J. Hileman, Claremont's Pacific Electric agent, you will take the street car when you want to get somewhere without trouble without worry, without strain, and with comparatively little expense. Those last frantic minutes of getting away—when mother is trying to locate her purse, "bub" is tying up the dog, "sis" is powdering her nose for the nineteenth, and third from the last time, the baby has just sat in the fly paper, and the whole family is due somewhere in 45 minutes! The one thing that is superfluous at such moments is to have father come in from the garage and announce that the carburetor won't function. If the family has not been planning all along to take the P. E. they change their minds and take it anyway.

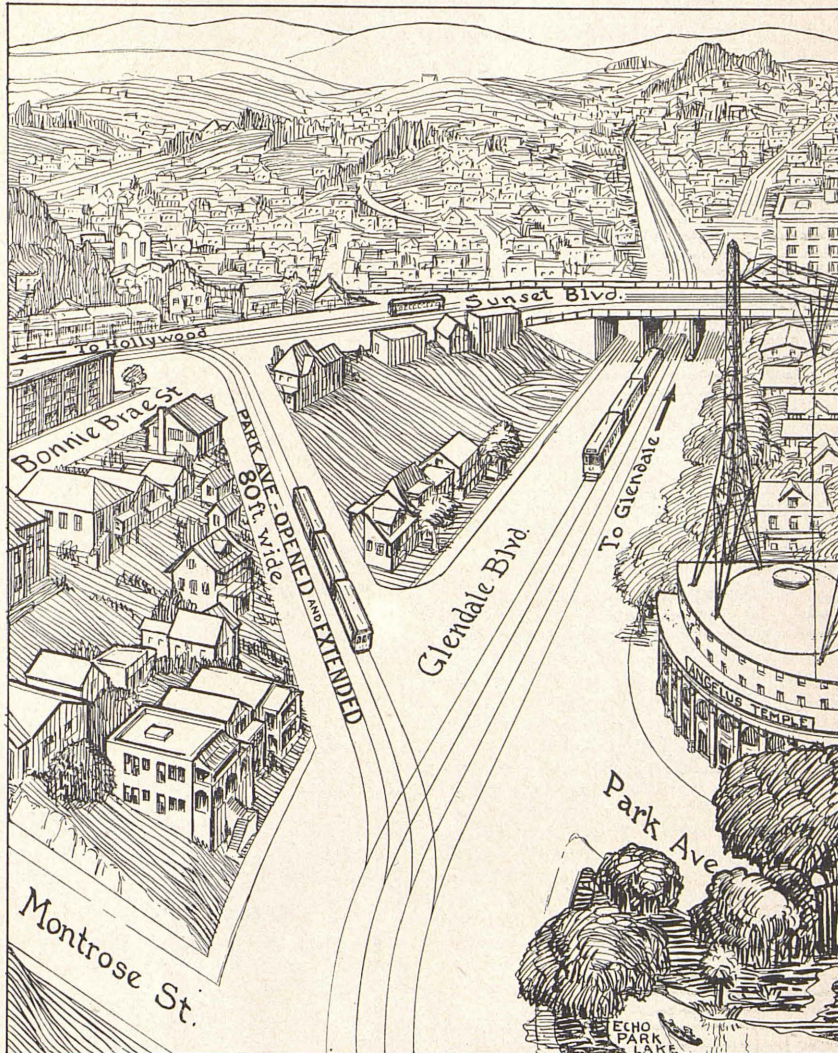
"The P. E., according to those who know it best, is free from all bad habits. It never runs out of gas, it never gets the hoof and mouth disease, it never promotes the growth of corns. And it is not expensive. Mr. Hileman says that when people are figuring the expense of a trip they take the street car when they want to economize. When you travel in a street car you pay your fare; that, and nothing more. When you travel in your own conveyance, you can't tell what you're going to pay.

"Mr. Hileman ought to know what he is talking about. He has been a Pacific Electric agent for thirteen years, in Glendora, Monrovia, Alhambra, Artesia, Alta Loma and Claremont. He came here just three years ago and says he has never been in a place where the people are so easy to get along with and make his work so enjoyable. Those other towns are all nice little hamlets, too.

"Mr. Hileman has certainly done his share toward making Claremont's P. E. station a credit to the community. You know, a station agent doesn't have to have flowers and shrubs planted around the building; he does not have to keep the corners trimmed and the whole station yard smoother and polished till it looks like an illustration in Country Life; he does not have to co-operate with the chamber of commerce in planting roses and geraniums along the tracks for blocks and blocks. But Mr. Hileman has done these things, anyway, and the local P. E. station might be mistaken any time by passing travelers for somebody's Spanish villa or the registration building for Pomona College.

"The P. E. Company planned the building in the first place to harmonize with the college architecture, and Mr. Hileman sees that the landscape gardening is in keeping with it.

Proposed Sunset Blvd. Connection



The pictorial layout above shows the point of separation of Hollywood bound cars and trains from Glendale Boulevard and how Sunset Boulevard will be reached after operation through tunnel begins.

QUITE as direct as the tunnel itself is the route which will be taken by cars and trains in going from Glendale Boulevard to Sunset Boulevard after operation of the Hollywood-Glendale-San Fernando Valley tunnel begins.

The proposed route involves the opening and extending of Park Avenue in a north-westerly direction for a distance of about 550 feet. At the present time Park Avenue ends on the east side of Glendale Boulevard, it being the north boundary of Echo Park. Beginning on the west side of Glendale Boulevard, at a point slightly south of the Angelus Temple, which fronts on Park Avenue, an 80-foot street is to be cut through and a two track extension laid. The new street will join Sunset Blvd. at Bonnie Brae.

In addition to providing a direct and easy gradient course for Pacific Electric cars and trains destined to Hollywood and San Fernando Valley points, Park Avenue extension to Sunset

Boulevard is also going to prove a popular and much-needed short cut for vehicular traffic city bound on Sunset Boulevard. Travel via this extension will make it possible to avoid hills encountered and the circuitous course taken by Sunset Boulevard, and will also afford a direct route through the heavily traveled Second Street tunnel.

The opening of Park Avenue, being a municipal project, will be done by the Engineering Department of the city, and with final legal routine matters completed, work is expected to be begun within the very near future.

—Visit P. E. Camp—

Susceptible Audience

Professor: "I am going to speak on liars today. How many of you have read the twenty-fifth chapter of the text?"

Nearly every student raised his hand. Professor: "Good! You are the very group to whom I wish to speak. There is no twenty-fifth chapter."

Pain Elimination in Dentistry

Scientific Discoveries and Devices Bring About Revolution in Practice of Profession

By DR. SAMUEL KAUFMAN,
Dentist, Medical Department

THE thought predominating over all else in the mind of the medical fraternity, or profession, is the one of relief of pain and suffering, of this large human family. Many things are accomplished and while yet there is a good deal left undone, there is of course much accomplished in the various branches of medicine, of which dentistry is a branch and becoming from day to day a more important one. The same high principles that actuate the general practitioner of medicine actuate the man or woman engaged in the practise of dentistry.

As stated in a previous article, dentistry has actually only been a recognized profession since 1842, when the first diploma was given after only six months of study. That it now requires 48 months of continuous study is proof enough of the great advance made. In the evolution of dentistry many things of benefit to humanity were discovered.

With a key, a hook arrangement with a shank for use as a handle fulcrum teeth were forced out of sockets. The idea of dread and terror of a dentist can, therefore, well be imagined when this was done entirely without the use of any anaesthetic or obtundent of pain. If the tooth happened to break in the gums, the roots with the exposed nerve, were allowed to give the individual untold pain until the nerve died, since there was no way of either relieving the pain or procure the roots.

Early Practices

In the early days the idea of saving teeth became paramount in the minds of the dentists and instead of extracting, they simply, by laborious methods, cleaned out the cavity, took a small peg of seasoned wood and placed it over the live nerve and with a quick movement hammered the aforementioned peg through the nerve and forced it to the end. The moisture of the blood in the canal carrying the nerve would swell the wood and would cause the nerve to strangulate and die. In the meantime, however, the patient had evolved in their brains a well founded dread of the dentist and his procedure. That dread and fear seems to have been handed down to this day, but to us in the profession we find it rapidly vanishing, as the people realize the great advances made in rendering dentistry practically painless.

Anaesthetics, both local and general, have made modern surgery and dentistry possible and through the collaboration of the dentists with physicians in their zeal for relief of pain, were these discoveries made. The general anaesthetics, such as ether, chloroform and gas, were first used to relieve pain during surgical operations, as well as dental. However, the dentist, finding

the use of ether in the early stages of its use extremely hazardous, cast around for something less harmful and easier to administer. Quite by accident it discovered that the *Erothcoxglm* tree leaves (from which cocaine is now made) would, if chewed, relieve all pain of operation in the oral cavity. Its use became quite widespread until its destructive effects, such as making dope addicts and poisoning others, that the leaves were discarded. For the real active principle of the leaves, cocaine in a powder form which is dissolved in water and injected into or around the locality of the tooth or teeth to be operated on. This process became known as freezing the gums and is called that by many to this day and relief in only a limited measure is procured. Its quantity limitations also limits its use over a wide area, and poisonous affects was also an obstacle. So the profession, not having anything better, used it until about 1913, when novocaine was discovered.

This drug renders any field of operation absolutely lifeless and without sensation when properly administered. There are a number of methods of administration of this great drug. The most important, and of more recent discovery, is the conduction method, or better known as the "nerve blocking method."

Modern Surgery

Dentists, by studying carefully the distribution of the nerves to your teeth and surrounding tissues, such as gums, cheek, etc., have discovered that absolute loss of sensation occurs in all the

Merited Honors Awarded Genial Frank Mulks

ANOTHER step forward was registered early this month by our good friend, Frank Mulks, formerly for many years connected with the Accounting and Executive Departments of the Pacific Electric.

On June 3rd press announcements told of his appointment to the position of Assistant to Executive Vice President, Southern Pacific Company; his prior position was that of Office Manager, Executive Department.

A host of warm and loyal friends in the Pacific Electric "family" received news of Mr. Mulks' advancement with keen pleasure, well knowing that the new honors had been worthily bestowed and would be gracefully worn.

ends of the nerves by going deeply into the tissues at the section of the main nerve before its distribution to the various parts and emptying a small quantity of the novocaine that the desired result of insensation is procured. I might state here that field of operation, or quantity is no hindrance in the use of novocaine, since it is neither poisonous nor habit producing, whereas cocaine is.

A new drug was announced at just about the same time that novocaine was discovered and its use, together with novocaine, has increased the importance and use of that drug because by its action, it shuts off the blood to the area injected and allows better and longer anaesthetic effects.

When contemplating a visit to your dentist the patient need have no fear of pain, for if it is extraction that is needed an injection will be made that will absolutely not only deaden the area and tooth, but will even extend to the cheek and lip, in fact, to the entire distribution of the nerve that supplies the cheeks as well as the teeth. Its effect will remain so for several hours and should an unusually sensitive cavity need be prepared for filling the injection will serve the same purpose. Should a nerve be removed it likewise can be done without pain.

Last, but not least, by means of the great development in electric power, we have now swift motors with hard steel drills and burs for the easy and quick preparation of cavities for fillings which produce little friction and, therefore, no pain, taking less time. It is through the agencies recited that dread of a dental treatment is or should vanish. Truly it has become painless or at least, nearly so.

—Visit P. E. Camp—

INSURANCE COMPANY EXTENDS ITS NURSING SERVICE

During the past year the Metropolitan Life Insurance Company has materially extended its nursing service activities, which service is available to employees through the provisions of the group insurance plan.

This important service has now been expanded to the point that the advice and aid of experienced nurses is within reach of employees in any city or community of the four counties served by our lines. Nurse service headquarters have been established in thirteen scattered cities in this district and nurses from each central point are assigned to serve not only group insurance policy holders in that city, but surrounding communities as well.

The following cities are nurse service headquarters: Los Angeles, Fullerton, Glendale, Long Beach, Monrovia, Pasadena, Pomona, Riverside, San Bernardino, San Pedro, Santa Ana, Santa Monica and Torrance.

By the provisions of this nursing service registered nurses visit the homes of the sick upon application and aid in carrying out the physicians instructions and see that proper conditions exist in the sick room. In case of delay in securing a doctor the presence and aid of a trained nurse is frequently of vital importance. No charge is made for the service.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 10; No. 1 June 10, 1925

CONTRIBUTORS TO THIS ISSUE

L. H. Appel.....Electrical Dept.
Dr. Samuel Kaufman.....Medical Dept.
E. W. Cook.....Electrical Dept.
A. R. Norrbom.....Freight Traffic Dept.
Willis M. Brooks.....Mechanical Dept.
J. E. Wagner.....Transportation Dept.
L. R. Spafford.....Transportation Dept.
Fred B. Hopkins.....Stores Dept.
George Perry.....Accounting Dept.
A. E. Ockerman.....Freight Dept.
F. J. Oriva.....So. Division
E. C. Brown.....West Division

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

DURING every readjustment period
the return to normal conditions
is hindered and delayed due to harm-
ful propaganda spread broadcast by
persons pessimistically inclined.

While it is true that there has been
somewhat of a slowing down of busi-
ness activity generally throughout the
United States, and Southern California
has been affected to a degree, this
district fundamentally is on a sound
basis and we have no real cause for
alarm.

It is a law of physics that action
is always followed by reaction, and
this being the case we of Southern
California should have expected reac-
tionary movements in every field of
endeavor, because of the phenomenal
and strenuous growth and expansion
experienced during 1923. During this
year every city and hamlet of this dis-
trict increased in population, building
and industrially to an extent seldom
ever experienced. It may be truth-
fully said that we indulged in a build-
ing "spree," and that perhaps in some
respects we over-reached ourselves.

This being true it is hardly proper
to compare this year's business condi-
tions with that of 1923, but instead we
should make as a basis of judgment
years of normal growth. 1921, 1922
and 1924. In so doing we will find
that there is ample evidence to dispute
and disarm the alarmist. During
March, for instance, building permits
in Los Angeles amounted to \$14,000,-
000, and together with bank clearings,
was substantially greater than the
same month of any of the three years
named. Further proof of our sound-
ness comes with a comparative anal-
ysis of new industries located and
value of manufactured and soil prod-
ucts. In each of these three major
barometers there is to be found a sub-
stantial gain.

Los Angeles and its surrounding
territory is not sick, either financially

The Test Of A Man

“**T**HE place to take the test
of a man is not the forum
or the field, not the market place
or the amen corner, but at his
own fireside.

There he lays aside his mask
and you may judge whether
he is imp or angel, king or
cur, hero or humbug. I care
not what the world says of him,
whether it crown him with bays,
or pelt him with bad eggs; I care
never a copper what his reputa-
tion or religion may be; if his
babes dread his home-coming and
his better half has to swallow
her heart every time she has to
ask him for a five-dollar bill, he's
a fraud of the first water even
though he prays night and morn
until he's black in the face, and
howls hallelujah till he shakes
the eternal hills.

But if his children rush to
the front gate to meet him,
and love's own sunshine il-
lumines the face of his wife
when she hears his footstep,
you may take it for granted that
he's true gold, for his home's a
Heaven, and the humbug never
gets that close to the great white
throne of God.

I can forgive much in that
fellow mortal who would rath-
er make men swear than wom-
en weep; who would rather
have the hate of the whole he-
world than the contempt of
his wife—who would rather call
anger to the eyes of a King, than
fear to the face of a child.”

William Cowper Brann

or industrially, so let us not lend our-
selves nor become alarmed with the
wail of the harmful pessimist, but in-
stead point out to him the rainbows.

IN ADDITION to taking advantage
of every possible opportunity to at-
tract business to Pacific Electric lines,
employees will frequently find that oc-
casions arise when a few words to their
friends and others can effect either
passenger or freight business to South-
ern Pacific lines, our parent organiza-
tion.

Throughout our system are ticket
agencies that sell through tickets via
both Pacific Electric and Southern Pa-
cific to many points throughout the
United States. Every ticket bought,
either from our agencies or direct from
Southern Pacific offices, helps us not
only directly, but indirectly.

No railroad is better equipped to
render a satisfactory service, the costs
are the same, equipment high class,
scenic attractions unexcelled, and we
really will be favoring friends by rec-
ommending our own companies to
those contemplating journeys.

Particularly at this time, with sum-
mer excursion fares in effect, is travel
heavy and opportunities frequent to do
a little boosting. Certainly we owe it
to our employers to render this slight,
but important duty. Let's each of us
take advantage of every chance that
is offered.

—Visit P. E. Camp—

The doctor was awakened in the
small hours of the morning by a resi-
dent who lived some distance from the
center of the town, and asked to make
a call. They got into the doctor's car
and drove furiously to the man's home.
Upon their arrival there the caller
alighted and said, "How much is your
fee, doctor?"

"Three dollars," said the doctor in
surprise.

Counting out the money the man
said, "Here you are, doc, that darned
thief of a garage man wanted five dol-
lars to drive me home."

—Visit P. E. Camp—

Any old cat can be the cat's whisk-
er's, but it takes a Tom cat to be the
cat's paw.

DON'T QUIT!

When things go wrong, as they sometimes will,
When the road you're trudging seems all up hill,
When the funds are low and the debts are high
And you want to smile, but you have to sigh,
When care is pressing you down a bit,
Rest, if you must, but don't you quit.

Life is queer with its twists and turns,
As everyone of us sometimes learns,
And many a failure turns about
When he might have won had he stuck it out;
Don't give up, though the pace seems slow—
You may succeed with another blow.

Often the goal is nearer than
It seems to a faint and faltering man;
Often the struggler has given up
When he might have captured the victor's cup.
And he learned too late, when the night slipped down,
How close he was to the golden crown.

Success is failure turned inside out—
The silver tint of the clouds of doubt.
And you can never tell how close you are,
It may be near when it seems afar;
So stick to the fight when you're hardest hit—
It's when things seem worst that you musn't quit.

—Exchange.



CAREFUL BILLING AVOIDS ANNOYANCE TO SHIPPER

By A. E. NORRBOM
Chief Clerk, Freight Traffic Dept.

BEFORE a freight bill is presented for payment the carrier's agent makes a careful revision of the waybill for the strict purpose of determining that the proper charges have been assessed to comply with the lawfully published tariffs. However, errors will occur in the assessment of freight charges from one or another of a multiplicity of causes, for which sometimes the agent could not reasonably be held responsible. For instance, when a shipment moves via a certain route which differs from the routing shown on the bill of lading; or when the rate is made on a combination over an obscure point, and numerous other reasons, readily called to mind by persons familiar with freight rates. These errors are often detected by the Traffic Manager, if the shipper employs one, in auditing the freight bills and it is this service that is particularly valuable to both the railroads and its patrons in that charges are properly assessed at the time of payment, overcharge claims are avoided and the carrier is not put to the necessity of subsequently presenting undercharge freight bills.

In addition to the checking of freight charges above outlined, each waybill is finally revised in the office of the Auditor of Freight Accounts of the railroad and if it is found that an error has been made the agent is instructed to accomplish a refund or collect an undercharge, and it is this collection of undercharges that we desire to dwell upon particularly at this time.

There is nothing so annoying to a patron as the presentation of an undercharge freight bill. As a general rule it is the patron who does not employ a Traffic Manager or the services of a traffic bureau who is presented with undercharge bills. When a local agent collects a bill for freight and subsequently receives a correction from the Auditor setting up the charges, the additional charges must be paid as the law requires the carrier to collect, and the parties legally responsible to pay the lawfully established rates. It is the further duty of the carrier to employ every legal remedy in order to collect undercharges from the party or parties responsible therefor. It is in the exercise of this legal duty that the carrier keenly feels the injury caused by the improper assessment of charges by the agent when many times a valuable patron is lost because charges were not properly assessed at the time of delivery. Very often the patron justly has a grievance against the railroad as

the cost of transportation is a very important element in the sale of goods and seriously affects the profit, many times the entire profit from a sale being wiped out by the subsequent collection of an undercharge freight bill when the goods were sold on the basis of transportation charges as originally assessed, and sometimes the collection of an undercharge has actually resulted in a loss.

The foregoing, of course, refers to the consignee; however, shippers may also be subjected to similar losses by the erroneous quotation of a rate if the shipper makes a sale basing the price on such a quotation only to find out later that the rate is higher.

To fully appreciate this situation let us assume that you make a purchase and a month or two later the seller called upon you for an additional amount, stating that a mistake had been made in the price charged you at the time of the sale. You would doubtless feel that the one from whom you bought should suffer the loss because of their negligence, and if you paid the bill you would probably avoid any future dealings with that party. That briefly summarizes the sentiment of a person to whom an undercharge freight bill is presented, and it is with this thought before us that we should endeavor to accurately assess charges at the time of delivery of freight, and to accurately quote rates, as an error may do irreparable damage to the person paying the charges as well as to our Company in the loss of a patron. All agents are urged to give particular attention to the revision of freight bills and the quotation of rates. Whenever there is any doubt regarding the proper rate, do not hesitate to communicate with the Freight Traffic Department.

—Visit P. E. Camp—

FORD'S INGENUITY SEEN IN SEA SHIPMENT OF PARTS

The new and rather ingenious method of handling automobiles and parts for sea shipment as practiced by the Ford Motor Company is reported by A. H. Stahl, Asst. Agent at San Pedro.

Ships used in the service have been re-built and specially designed. One particularly striking feature is the fact that they have no between decks, giving a maximum of loading space. Each engine or motor is dunnaged separately one over the other from bottom to top of hold. Unloading apparatus also is of special design for handling the commodity as shipped and the Outer Harbor Dock and Wharf Company also have equipped a number of their hand trucks for handling to warehouse or cars, as the case may be.

The Steamer Oneida, owned and op-

erated by the Ford Company, arrived at the Harbor on Sunday, May 9th, being the second ship load of this commodity to arrive at the local port. It discharged some 3300 motors and various other parts, such as wheels, springs, axle housing, etc. Mr. Stahl also reported that our Company is receiving a good share of the haul from the harbor.

—Visit P. E. Camp—

INDUSTRY THRIVES AND PORT ACTIVE WITH SHIPMENTS

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

Smart & Final Company, who operate a large wholesale grocery business at Wilmington, have purchased a large tract and will erect a modern building. The lease on their present quarters has expired and in order to meet the demands of their business, they are going to erect a large class "A" building, that will not only serve to meet with their requirements, but at the same time will be an added distinction to the community.

They have petitioned the Pacific Electric to build a spur to their new location, which is the best evidence that we will enjoy the major portion of their business.

The Pacific Electric has performed switching service for this industry since they located, and it speaks well for the service that when they decided to build the new plant they were very desirous of locating near our right of way.

Another new industry has located at Wilmington, and from present indications will soon be operating. The Western Refinery who have property adjoining the Union Oil plant, is the industry referred to. They have erected a large plant, have petitioned the Pacific Electric for a spur to serve them. Owing to the fact that this spur will have to cross San Pedro boulevard the City is holding up the permit. Adjustment of this score is expected in the near future.

Wilmington is surely being recognized as the banana center of Southern California for during the past month, the Pacific Mail Steamship Company, operating the steamers "Santa Malta," "Santa Rosa," "Santa Barbara," and "Columbia," discharged 28 cars. The Holland American Line discharged from their steamers "Drehtdyk," "Moerdyk," and "Lochmonar," 26 cars and the United American Line steamer "Hessen" brought in 20 cars, making a total of 74 cars.

The Company has just spent considerable money in improving our Canal

Street Station. Our Ticket Window has been enlarged and additional shelving added, which will give assistant Agent Cantrell ample facilities to handle his fast growing business.

Both the exterior and interior of the station has been given a new coat of paint, which is very pleasing to the eye, as well as adding additional comfort for our patrons.

The Harbor Department have just released some very interesting comparisons on Municipal Wharf earnings, tonnage and ships handled in April, 1925, with other periods, as follows:

	Ships	Tons	
April, 1925	383	1,322,715	\$74,492.65
April, 1924	340	1,294,237	\$69,074.00
March, 1925	394	1,642,010	82,375.10
March, 1924	371	1,449,193	76,615.13
Feb., 1925	369	1,341,318	76,015.68
Feb., 1924	333	1,298,913	69,391.65

—Visit P. E. Camp—

CHECK WAGES TO DETERMINE ALLOTMENT OF INSURANCE

The amount of additional insurance which may be carried by an employee is determined on his average monthly earnings. That employees may have the benefit of purchasing all the group insurance possible under their respective wage, the company semi-annually, December and June, compiles the average earning of each employee receiving a variable wage.

From the result the amount of insurance the employee may carry is thus arrived at:—

- (1) Earnings up to \$150.00 per month—\$1000.00 additional insurance—deductions 70 cents monthly.
- (2) Earnings up to \$200.00 per month—\$2000.00 additional insurance—\$1.40 deductions monthly.
- (3) Earnings over \$200.00 per month—\$3000.00 additional insurance—\$2.10 deductions monthly.

Last December when quite a few employee's wage earnings indicated that they could take the additional of insurance provided by the above, these employees did not know why the increased deduction was made from their pay check, hence this explanation at this time.

Where additional insurance is thus purchased a supplementary policy, or rider, is issued by the insurance company and reaches the employee within a few weeks.

—Visit P. E. Camp—

BOOKS DONATED TO CLUB

The following books were kindly donated to the Club Library by Charles Schmidt, son of G. A. Schmidt, Agent at Sawtelle:
 Deb and The Duchess....L. T. Meade
 Christmas Gift.....Oliver Optic
 Luke Walton.....Horatio Alger, Jr.
 Tom Swift Among The Fire Fighters
Victor Appleton
 Hope BenhamNora Perry
 Vincent Ellsworth, son of E. B. Ellsworth, Motorman, Western Division, presented the Library with Under Wellington's Command by G. A. Henty.

BEVERLY HILLS DISTRICT TO BE SERVED BY BUS LINE

For the purpose of serving West Hollywood, Sherman, Beverly Hills and west Wilshire Boulevard, motor coach service, to be known as the Wilshire-Sunset Boulevard Line, began operation on Monday, June 1st.

The route, which is 7.7 miles between terminals, is as follows:

Beginning at Gardner Junction, westerly along Sunset Boulevard to Beverly Drive, Beverly Hills, south on Beverly Drive to Santa Monica Boulevard, east on Santa Monica Boulevard to Canyon Drive, south on Canyon Drive to Wilshire Boulevard, east on Wilshire Boulevard to intersection of Wilshire Boulevard and Fairfax Avenue.

For the present a 20-minute service will be given, a bus leaving each terminal at 6:20 a.m. daily and continuing throughout the day until 11:20 p.m. Three 16 passenger buses and a spare bus have been assigned to the service.

CATALINA ISLAND SERVICE

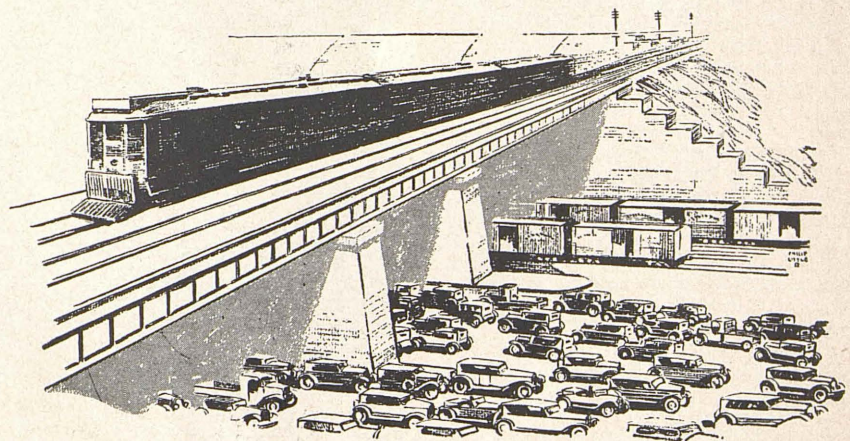
Announcement by the Wilmington Transportation Company last month made public the fact that commencing on June 1st the company's steamer leaving Avalon daily at 3:30 p.m. would thereafter leave the Island at 4:00 p.m. Henceforth this steamer will arrive Wilmington at 6:00 p.m. and passenger and baggage connections have been revised accordingly.

It was also stated that commencing on Saturday, June 20th, a daily, except Sunday, afternoon boat would be operated, the same leaving Wilmington at 4:00 p.m. A special connecting train will leave Los Angeles at 3:00 p.m. and Long Beach at 3:15 p.m.

Commencing on Tuesday, June 23rd, a morning boat will leave Avalon at 8:00 a.m., arriving Wilmington at 10:15 a.m. and sufficient extra equipment will be operated from Wilmington to meet travel requirements.

—Visit P. E. Camp—

Mr. Robinson—"What would a nation be without women?"
 Willie—"A stagnation I guess."



Take These Saving Short Cuts

Remember how you used to take the short cuts when you were going to school? Usually they were across lots and not inviting of travel. But it paid to take them because it saved time.

DO you know that today there are several short cuts between your home and downtown Los Angeles? And theirs is the same advantage that belonged to the back lots of your school days.

Only, the short cuts of today are modernized. They cost in the aggregate millions of dollars—and they're worth it.

In this community, they take the form of bridges over traffic lanes as pictured above, and rights-of-way across places where the highways must go around.

Theirs is a saving test you cannot well afford to ignore.

If you drive a car to and from your business, think for a moment what this saving means:

To begin with, there's your time to be considered. The Red Cars operate on a schedule which means punctuality.

Besides, there is the relief from the serious business of threading traffic and the eternal quest of parking space.

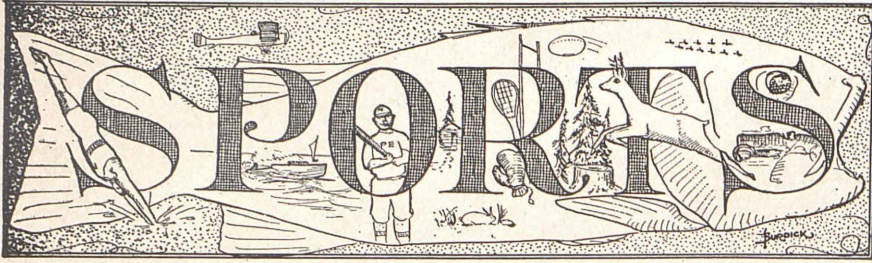
Not only do The Red Cars save the time involved in these difficulties, but the nerve strain as well. And this latter is serious.

You cannot realize the physical toll that motor-traffic takes until you are free from it for a few days.

Nor can you realize the great saving possible until you've reckoned the costs of travel by automobile vs. The Red Cars.



Pacific Electric Railway



**LARGE DISCOUNTS GIVEN TO
ROD & GUN CLUB MEMBERS**

Members of the P. E. Rod & Gun Club should keep in mind that one of the most valuable features of membership is the courtesy extended members by various sporting good houses in giving special reduced prices on sportsmen supplies and paraphernalia.

The reduction made to members is frequently very attractive and by purchasing through our club we will be able to show the firms who grant us this concession the volume of our purchases which will aid in our continuing to receive this consideration. The necessary order may be secured from L. R. Spafford, B. F. Manley, H. L. Wiggam, Geo. Bailey and at the club headquarters.

In order to receive the benefit of reduced prices, members must secure requisitions for presentation to firm from any of the following staff members of the Club: L. R. Spafford, 209 P. E. Bldg.; H. L. Wiggam, 212 P. E. Bldg.; B. F. Manley, 690 P. E. Bldg.; George Barclay, Washington Street Yards; Harry Pierce, Torrance Shops; General Office, P. E. Club; J. W. May, Pasadena Sub-station and F. E. Peachey, San Bernardino.

Army & Navy Store, 530 So. Main St. Make orders "attention of Mr. McGuire." Discount only on sporting goods.

Wm. Hoegge Co., 138 So. Main St.

Tuft Lyons Arms Co., 609 So. Olive St.

New York Hardware Trading Co., 263 & 621 So. Main St.

Howland & Dewey, 510 So. Broadway. Radio & Kodak supplied. No discount on new assembled radios, and goods on sale. Make orders care of Mr. Fink.

Western Auto Supply Co. All stores. Tires and tubes only.

Globe Auto Supply Co., 1000 So. Broadway, 1036 So. Grand, 4628 Mone-ta Ave, 6228 Hollywood Blvd., 256 American Ave., Long Beach. No discount on goods on sale and leaders.

R. B. R. Auto Supply Co., 4th & Main Sts., Alhambra.

Stationers Corporation, 525 So. Spring St.

Woods Jackson Arms Co., 843 So. Los Angeles St.

V. A. Corrigan Jewellery Co., 631 So. Main St.

J. A. & J. W. Bell, 1018 So. Los Angeles St. Royal Cord, Sampson and Goodrich tires and tubes.

Pasadena Hardware Co., 66 W. Colorado St., Pasadena.

Miller Reed Co., Pasadena.

Pasadena Sport Shop, Pasadena.

S. P. Hunsacker, 429 W. 2nd St., Pomona.

**ROD AND GUN CLUB TO MAKE
A MEMBERSHIP DRIVE**

The question as to the best manner of securing new memberships in the P. E. Rod & Gun Club was the main topic under discussion at the last regular monthly meeting. Inasmuch as it was the concensus of opinion that a membership drive with prizes offered for the most new members would result in the prizes going to those who were able to get in touch with the most employees, rewards are not to be given this year. It was also pointed out that undue influence and stressful salesmanship might be brought into play.

Those present decided to put the matter squarely up to the loyalty and interest of members and all are requested to bring in as many new members as possible. To carry on the work and entertainments planned and to get the utmost of pleasure out of the Club's activities, new members are necessary, as throughout the year quite a few old members are lost through leaving the service, deaths, etc.

It may be well here to record that the Pacific Electric Rod & Gun Club is an organization of employees, by and for employees, the Company, except for financial and moral support, taking no part and having no interest in the conduct of its business affairs except that the club be operated along proper business principles. Each active member holds one share of the stock of the club, which entitles the holder to one vote on all business matters, the privilege of enjoying all entertainments and tournaments held, and availing each member of the opportunity of discounts in the purchase of sporting goods and other commodities at certain stores where the Club has buying agreements.



About \$900 worth of prizes, the largest number and most valuable ever offered, await successful sportsmen in this year's various events.

FORTY SHOOTERS COMPETE AT CLUB'S BLUE ROCK EVENT

While no sensational scores were recorded, the rifle shoot held at the Los Cerritos recreation ground on May 3rd served as good practice and furnished a day of keen sport to those in attendance.

The following scores were made:

L. R. Spafford	48x50	44x50	42x50	40x50
F. W. Nichols	44x50	42x50	42x50	42x50
E. R. Smith	46x50	42x50	38x50	36x50
J. L. Cowley	42x50	38x50	34x50	34x50
Mox Schuring	46x50	28x50	28x50	18x50
Helen Spafford	24x50	20x50	18x50	16x50

The Blue Rock Shoot held at Los Cerritos on May 24 was a big success, being one of the best attended affairs of the year. Forty shooters participated in the sport and many very good scores were recorded. Merchandise prizes, totaling a goodly sum, were rewarded to the shooters who were in best form.

L. R. Spafford, who has been shooting poorly during the past few months, recovered his eye and won first place by breaking 138 out of 150. In the merchandise shoot he won second place, being topped by one point by H. Smith, who had a score of 93x100.

Our old friend, J. M. Geopfert was the victim of some good-natured kidding when he lost out in a tie shoot for a merchandise prize with Miss Helen Spafford. Jake said it was against his principles to gamble with a lady by flipping a coin. The pair then lined up for a show down and Jake lost out by three targets, much to the wish and pleasure of those present who proceeded to kidd him plentifully.

The members were favored with the presence of Dr. W. L. Weber who is an ardent sportsman. We hope that the Doctor will become fascinated with the game of pulverizing the elusive blue rock and if he attends shoots regularly he will give a good account of himself.

Following are scores made:

L. R. Spafford	22-25-21-24-24-22.....	139x150
W. J. Hodges	23-23-21-19-18-16.....	120x150
Helen Spafford	21-21-22-18-20-12.....	114x150
J. M. Geopfert	22-21-21-17-16-14.....	111x150
E. R. Smith	17-21-19-19-17-19-20.....	132x175
H. Smith	22-24-22-25.....	93x100
F. L. Manley	24-22-20.....	90x100
B. F. Manley	21-21-22-22.....	86x100
J. L. Cowley	19-21-18-23.....	81x100
L. V. Thompson	21-21-17-22.....	81x100
E. J. Hasenyager	15-15-21-23.....	65x100
L. I. Mosier	16-21-10-16.....	63x100
Dave Troyle	15-18-15-14.....	62x100

Fishing Captain, J. W. May visited June Lake in Mono County last month and has a lot to tell of the wonderful country and the fine time he had. Naturally he took along his rod and

Insurance and Mortuary Funds Benefit Many

DEATHS among Pacific Electric employees during May again reached a total of five, which also was the number the "grim reaper" called from us the preceding month.

Five group insurance payments, aggregating \$8,250, and four Mortuary Fund payments, totaling \$3700, were paid to beneficiaries named.

Those whom death called were: Frederick W. Bangert, Conductor, Northern Division; General J. Roller, Gateman, Main Street Station; Geo. M. Campbell, Line-man; Wm. A. Ridge, Mechanical Department and Clifford Bragg, Truck Driver, Electrical Dept.

Through the disability clause of the Group Insurance plan four employees were allowed monthly installment payments of either \$86.25 or \$51.75. A total of twenty employees are now receiving monthly disability payment.

To the homes saddened by the taking of loved ones we extend the sincere sympathy of the Pacific Electric "family."

EMPLOYEES IN HOSPITAL

Roll call at the Pacific Hospital, 1329 So. Grand Avenue, at the time the Magazine went to press finds seven of our co-workers victims of varying degrees of illness and accidents. Those confined are:

P. G. Wilson, Conductor, Western Division; Norman Weikel, Motorman, Western Division; Robert A. Spencer, Shop Clerk, Mechanical Department; Horace E. Miller, Chief Dispatcher; Ernest G. Gorton, Operator, L. A. Motor Bus Co.; A. E. Woode, Conductor and M. Oriza, Elec. Machinist, Torrance.

Visiting hours at the hospital are from 2:00 to 4:00 p.m. and from 7:00 to 8:00 p.m. daily and friends of the unfortunate ones are urged to call and offer cheer to their comrades.

—Visit P. E. Camp—

MORE RADIO PROGRAMMES

On June 13th and also on June 24th, radio fans will have an opportunity to listen in on two more excellent programs which will be broadcast over Radio KHJ, The Times, through the courtesy of this Company.

The Passenger Traffic Department would appreciate receiving applause cards, with suggestions on constructive criticism concerning the program; this with the idea of improving future programs.

reel and landed a 26½-ounce rainbow trout which was exhibited in the window of the New Hardware & Trading Company across the street from the P. E. Bldg.

NEWS ITEMS GATHERED FROM OTHER RAILWAY FIELDS

An increase to 10 cents single fare, 7½ cents by book and 6-cents for school children is to be experimented in the city of Pomona by the City Transit Company operating local motor coach service. Less frequent service also is to be operated. A loss of \$13,000 during six months operation threatened for a time the complete abolishment of the service.

Following several years of operation at a considerable loss, our company was allowed last year to discontinue electric railway service entirely in Pomona, following which the City Transit Company, sponsored by the Mack Truck Company, undertook to render a local service.

Whether the increased fare will increase the gross earnings is now the problem of the motorcoach company.

The complete abolishment of parking for a distance of eight blocks through the heart of the business district of Louisville is the recommendation of the Public Utilities Bureau of that city.

The recommendation was made as a traffic relief measure, as both street cars and automobile movement is very much hampered owing to parking privileges. Merchants, contrary to the usual custom, have expressed themselves in favor of the plan.

Extremely narrow thoroughfares and large per capita ownership of automobiles were cited as two outstanding traffic congestion contributors recently by Dr. Wm. McClintock of the L. A. Traffic Commission. He pointed out that the population per automobile is 2½, while in New York City it is 9 and in Boston 7.

The city of Seattle is still struggling with its transportation problem and is now about to undertake a huge advertising campaign to encourage increased use of street cars.

Patronage continues to show a decreased volume of traffic with comparative months of previous years. The practice of automobilists picking up prospective patrons is a habit indulged in very extensively. Supt. D. W. Henderson has promised a reduction in fares if the public will make a more general use of street cars.

—Visit P. E. Camp—

Should She?

A Southern family, having lost their maid, pressed into service a colored girl who had been doing outside work. They first taught her to use the carpet-sweeper. Next morning she cheerfully asked, "Miss Jane, shall I lawn-mover de parlor 'gain today?"—The Christian Register (Boston).

—Visit P. E. Camp—

Point Proven

"You say you come from Detroit," said the doctor to his fellow passenger; "that's where they make automobiles, isn't it?"

"Sure," replied the American with some resentment; "we make other things in Detroit, too."

"Yes, I know," retorted the doctor; "I've ridden in 'em."—Store Chat.

Motor Coach Musings

By FRANK FARNHAM
Acting Manager Motor Coach Service

MOST new ideas, which have for their purpose the taking of money from the public, regardless of the value given in exchange, require a regular selling campaign to induce a sufficient number of people to adopt them.

This has not been the case with the motor coach, as it "took" from the start. No doubt this can be ascribed to the tremendous popularity of the automobile.

Everybody wanted to ride in an automobile and the next best thing to having your own was to ride in one belonging to someone else, so the motor coach filled this want for those who neither had an auto nor a more fortunate friend with whom to ride.

In theory at least, riding on large rubber tires should be so far more comfortable than on any ordinary street car as to allow for no comparison but, like many theories, such has not always proven correct. Except in the case of the larger and heavier coaches, the unevenness of the road is very apparent and much more side-sway experienced.

This is likely to result in the coach losing some of its first popularity unless overcome, and right here is where the really expert operator has his chance, for much of the jolting and side-sway can be eliminated by proper operation.

Let each operator observe closely the methods used by others while he

is riding as a passenger and, as he notes various errors in operation, ask himself if he has the same or other faults.

Perhaps you have ridden on a coach which rushed up to a corner and stopped so abruptly that it jerked your head forward then snapped it back into position the next moment when starting up. Remember that this is hard on the coach as well as the neck.

Have you noticed that some operators observe a bad place in the road after, instead of before, their wheels hit it? Certainly people like to get over the road rapidly, but, except in extreme cases, you will hear more complaint from a rough ride than a slow one. There are cases where regular riders, who know the operators, will let one coach pass and wait for a following one because a certain operator makes them nervous or uncomfortable.

On the other hand, there is one of our lines where a strong competitor has given up and ceased operations because the service supplied by our coaches has been so much more satisfactory. As one lady passenger expressed it: "I feel so safe and comfortable in the Pacific Electric coaches."

Let all who are in motor coach operation start a regular campaign for promoting the popularity of our motor coaches. They are the best that money can buy on the market at present. They are kept up in better condition than those of any of our competitors. They are the next best method of travel to a taxi or private car at only a small fraction of the cost. Our service is regular and dependable. We know these facts and

Street Cars Carry Great Bulk of City Traffic

CONFIRMING previous figures and estimates of the comparative number of passengers carried by street cars and automobiles passing through the business district of Los Angeles, the accompanying data throws some interesting and additional information on the subject.

The figures were obtained from an actual count of street cars and auto vehicles crossing designated boundaries of the congested district and were taken from the rapid transit plan conceived by the Kelker, De Leuw & Company, Chicago traffic engineers, in their recent report filed with the city:

Count of Vehicles

	Fig- ueroa Street	L. A. Street	Temple & Market Street	Pico Street	Total Street
Street Cars.	4,440	7,231	4,685	4,285	20,641
Pass. Auto.	92,047	64,370	41,584	63,946	261,974
Comm. Vehicles	14,272	20,825	6,701	9,500	51,298
	110,759	92,426	52,970	77,731	333,913

Count of Passengers

	Total Ve- hicles	Per Cent	Total Pass- engers	Per Cent	Av. Per Ve- hicle
Street Cars	20,641	6.2	741,124	61.3	35.9
Pass. Auto.	261,974	78.4	393,322	32.5	1.5
Comm. Vehicles	51,298	15.4	74,252	6.2	1.4
	333,913	100.0	1,208,698	100.0	...

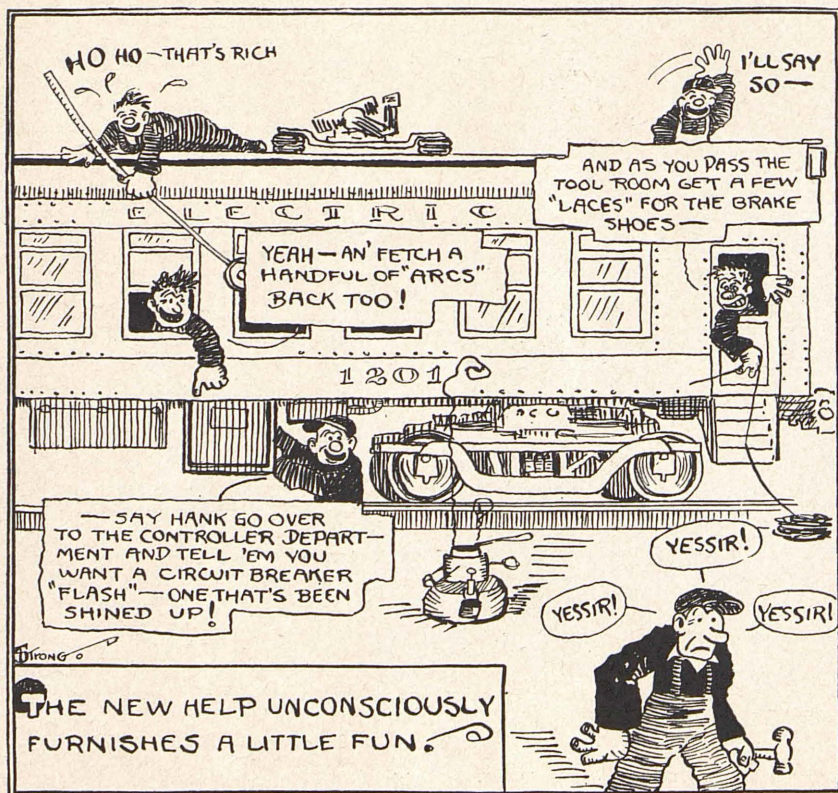
It will be noted, the report recites, that 6.2% of the vehicles namely the street cars, accommodated 61.3% of the passengers carried while 78.4% of the vehicles were passenger automobiles and accommodated only 32.5% of the passengers carried. Commercial vehicles numbered 51,298, or 15.4% of the total.

In addition to these facts the figures show that with the derived loading (35.9) passengers per street car and 1.5 passengers per passenger automobile) only 11,000 additional street cars would have been required to accommodate all the passengers carried by passenger automobiles, whereas it would have required approximately 494,000 additional passenger automobiles, to accommodate the passengers carried by street cars.

The number of vehicles operated into and out of the congested district of Los Angeles during thirteen hours has reached the approximate total of 334,000. Similar counts for the central business district of Chicago made in 1923 show a total of 330,000 for a twenty-four-hour period. This is very remarkable, when it is considered that Chicago has a population two and one-half times that of Los Angeles.

we should make it a point to see that all with whom we come in contact realize them also.

Nothing will speed this campaign up more than a pleasant, friendly manner toward all our passengers. I recently rode one of our coaches when the operator said, "Good morning" to each passenger boarding his coach and it was interesting to watch their reactions. In every case he was rewarded with a smile or a pleasant greeting. He certainly knew how to start the day right.



Above cartoon is by Clarence D. Strong, Wireman, Torrance Shops.

DEPARTMENTAL NOTES

STORES DEPARTMENT NOTES By Fred B. Hopkins

The first of last month witnessed many changes among the personnel of the Stores Dept., which were as follows: Earl McCall, former Chief Clerk in the General Storekeeper's office was transferred to the office of the Purchasing Agent, being succeeded by Floyd E. Gill, former Stores Inspector. E. Will Lock is Mr. Gill's successor and D. E. Porter, former storekeeper at Macy St. has come to Torrance, relieving Mr. Lock.

Other changes are: Francis B. Clark, former storekeeper at San Pedro transferred to Macy St. Fred Dilthey, from Chief Clerk's office to Storekeeper at San Pedro and Long Beach. Thos. E. Ashton from Stores-Accounting Bureau to Chief Clerk's office; Clyde E. Mundy to Head Price Clerk, Stores-Accounting Bureau; Hessel Vander Zee and Ralph Curtis to Chief Clerk's office; Theodore Sorenson, Junior Price Clerk, Stores Accounting Bureau.

Eugene Holthaus, former assistant to section-storekeeper, George Queensbury has been transferred to the San Pedro store as Mr. Dilthey's assistant. Russel Morgan, of the Stationery Store in Los Angeles, has succeeded Mr. Holthaus.

Charles Van Zant resigned his position as stock-book clerk and head of the Addressograph Bureau to accept a position with the Associated Oil Co. in San Francisco. Fred Hopkins of the Chief Clerk's office is the new appointee, taking charge of the Addressograph Bureau.

Ross D. Miner of the Stores-Shop delivery force has left the employ of the company.

Roy Ewing and Clifford Reeder have returned from their vacation spent at San Francisco and vicinity.

E. Will Lock is at present away on his vacation, which is being spent at Portland, Oregon and vicinity.

The members of the Chief Clerk's office were very much surprised on Monday morning, May 11th, to learn that on the previous Saturday two of their former associates had appropriated new names, to wit: Miss Margaret Stone had become Mrs. Roy Whitman and Miss Elaine Rabanus had become Mrs. Jack Farrell. The heartiest congratulations of the entire department are extended the newlyweds and our best wishes go with them. They reside at Gardena.

Lile Padilla, of the Addressograph Bureau, spent his two weeks' vacation enjoying the beauties of Southern California in trips over the P. E. system.

Store Accountant E. A. Bonner, enjoying a week's vacation last week, participating in the events of the Shriners' Convention in Los Angeles.

WESTERN DIV. TROLLEYGRAMS By E. C. Brown

The next get-together meeting of Western Division trainmen is scheduled to be held June 17th at 8:00 p.m. at Sherman.

Trainmen of this division are well pleased with the quarters provided for them at the new Hill Street Station. These quarters can be no better than we keep them. Let's all co-operate in maintaining them in a cleanly and proper condition.

Conductor A. J. Speak and wife have moved into a beautiful home on Westbourne Drive, Sherman.

Trainmen friends of Pat Wilson, Sherman, and A. Wickel, Hill Street, who have been confined at the Pacific Hospital, will be glad to know that they have recovered sufficiently to leave and are getting along nicely.

Motorman S. Masterson and wife have completed the renovating and remodeling of their home on Palm Avenue, Sherman.

—Visit P. E. Camp—

MECHANICAL DEPT. NOTES By Willis M. Brooks

We are happy to report Carl Bonney is out of the hospital and improving rapidly.

Robert Spencer is still in the hospital but getting along nicely.

Claude Simmons and H. Leonard, both of the Machine Shop, otherwise known as the Siamese Twins, are both proud daddies, Simmons of a 6-lb. baby girl and Leonard of a 6-lb. baby boy. That isn't all, the two babies are also twins, having been born just 30 minutes apart.

Just which lad wins the elephant's ears is hard to decide, as Simmons has been married about one year and a half and Leonard only about a year. The girl is named Lavaughn Herriet, the boy Hugh Edward. Both mothers are doing well and are happy, but we only got one cigar for the two babies.

Anyone going to the P. E. Vacation Camp this season can count on one thing—a motor boat second to none on the lake.

The "Lady Louise" has been in "dry dock" in the Torrance Shops nearly all winter getting overhauled and new equipment added and is now all tailored in the very latest fashion.

The boat at this date is enroute to Lake Arrowhead—rather wish we hadn't mentioned Arrowhead Lake. It adds temperature to our over dose of spring fever and conjures memories of the enjoyable two weeks we spent at the "Camp" last season. The exhilarating ride from San Bernardino into the mountains up to the summit ridges, allowing a magnificent panorama of

the valley, thence down and around through shady ravines to the Camp nestling in a little natural amphitheatre, with tall peaks all around cutting the skyline. Our host was there to welcome us and make "getting settled" easy.

Then followed two weeks of spiritual and physical betterment. Two weeks of lazy reading in shady nooks, 'neath whispering pines or of drifting about the lake, and, when accumulated energy needed subduing, of hiking to some interesting nearby mountain. In the evening there were always dancing or games and perhaps a huge campfire, with roasting green corn or marshmallows. Two weeks isn't half long enough.

Anyone who hasn't been there had better book a reservation for this season and, a word to the wise, do it now, for she's going to be full up.

The latest talent find in the P. E. "family" is Miss Mildred Perman of the Shop Superintendent's office at Torrance.

Miss Perman was first brought into public favor by the "Harlequins," a dramatic society of Torrance. Her success was so pronounced that Miss Marta Oatman of Los Angeles fame undertook her further development.

Recently she appeared in a play entitled "Hop-o-Me-Tumb" at the "Sumtoysho" theatre, Los Angeles.

—Visit P. E. Camp—

SOUTHERN DIVISION NOTES By F. J. Oriva

Dispatcher S. A. Perry, recently purchased a foothill home in Glendale. He also is the proud possessor of a new Chevrolet sedan.

Motorman M. DeLisle, is contemplating three month's leave-of-absence. He is planning a trip to his wife's old home in Detroit, Mich., and will make the trip by automobile.

Motorman E. E. Stearns has forsaken the "front end" and is now breaking in as Dispatcher.

L. R. Spafford, Train Instructor, is seen sporting a new Buick roadster.

H. E. Miller, Chief Dispatcher, is getting along nicely at the Pacific Hospital and expects to be on his feet very soon.

Congratulations are in order to Conductor R. J. Cameron of the Watts line upon the arrival of a baby girl recently.

The following Conductors were transferred last month to the Freight House at 8th and Hemlock: F. R. Crawford, J. S. Reed, H. G. Brown, and T. B. Cryer.

Mrs. General C. Roller, wife of former Gateman Roller of the south gates of the station, who died last month, wishes to extend to the boys her sincere appreciation of the floral offering sent.

ACCOUNTING DEPT. NOTES
By George Perry

On the morning of May 18th, Mr. Zetan, of the Freight Accounts Bureau was late 3 hours, his explanation being —Mrs. Zetan had presented him but an hour before with a bouncing baby boy weighing 7½ lbs. Mother and son are both doing fine.

Chas. Keller of the Miscellaneous Accounts Bureau has been absent from his desk for some few days, account being confined to his home with influenza. We hope for his complete and early recovery.

Geo. Chrystal of the Miscellaneous Accounts Bureau, has just returned from San Francisco after a 3 day sojourn in that city, where he attended a conference of Group Insurance representatives of Southern Pacific Company and affiliated companies.

"Andy" Peddie of the Freight Accounts Bureau has left the service to take up a new line of work. He is going into the electrical business and his duties have been taken over by Russell Carpenter.

Daddy (Delancy) Briggs paid a visit to this office on May 28th. He seems to be looking younger and spryer every time we see him, despite his 76 summers.

Arthur Milligan of the Miscellaneous Accounts Bureau has departed for St. Louis which city he will make his residence. He was presented with a gold pencil by his fellow co-workers who wished him all luck and happiness in his new work and abode.

Illness has confined Miss Doris Lakey of the Stenographic Bureau to her home for a short period. We hope for her quick recovery.

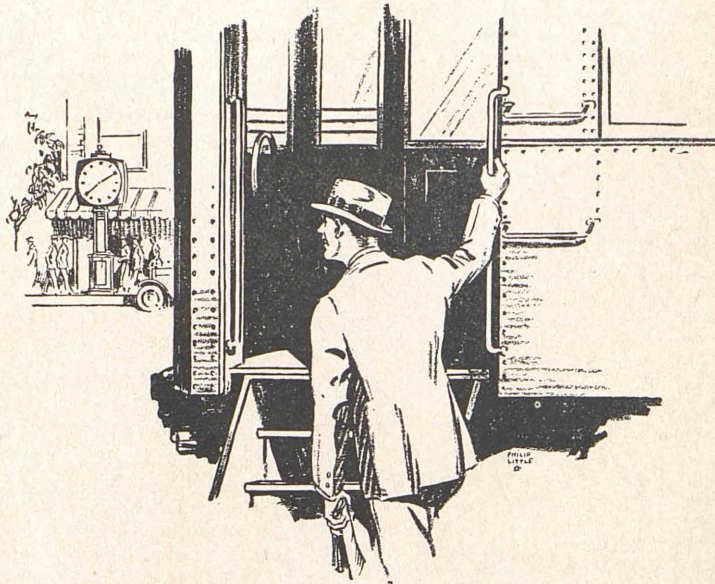
(Jerome) Jerry Rich of the Road and Equipment Bureau seems to have had a hidden desire to return to Chicago for on May 20th he handed in his resignation, packed his bags, and left for Chicago. His many friends in the Company wish him luck.

The vacationees are as follows:
Edythe Hatter—Redondo Beach.
Josephine Livingston—at home.
Lillian Baldwin—at home.
Marie Aubert—San Francisco.
Ruby Johnson—San Francisco.
Fred Vanasek—trip to San Diego.
Marie McDermott—trip to San Diego.
A. F. Manhart—trip to San Diego.
Mike Levin—at home.

P. S.: George Perry, Magazine contributor of the Accounting Department, and Miss Floraine Kuck, formerly of the Stenographic Bureau, were united in marriage on May 31st. After a honeymoon through Southern California the newlyweds will be at home to their friends in a little bungalow in South Pasadena. If in life's journey this happy pair have half the luck we wish them their lot will be one of everlasting joy.—Editor.

COMPARISON OF ACCIDENTS DURING APRIL, 1924 AND 1925

	Northern Division 1925-1924		Southern Division 1925-1924		Western Division 1925-1924		Motor Coaches 1925-1924	
Collisions with vehicles	110	127	101	113	203	215	41	40
Collisions and interferences with cars	4	6	7	5	5	5		1
Persons struck by cars	3	6	4	5	1	10		
Derailments	12	14	14	27	5	12		
On and off moving cars	11	10	4	15	6	14		
Miscellaneous	23	22	30	34	45	56	4	7
Total	163	185	160	199	265	312	45	48
	D-22		D-39		D-47		D-3	
Collisions with vehicles			455	495	8.09%		Decrease	
Collisions and interferences with cars			16	17	5.89%		Decrease	
Persons struck by cars			8	21	61.90%		Decrease	
Derailments			31	53	41.50%		Decrease	
On and off moving cars			21	39	46.15%		Decrease	
Miscellaneous			102	119	14.28%		Decrease	
Total			633	744	14.92%		Decrease	
	D-111							



Read—Relax—Enjoy
your daily trip to town

Rest after breakfast in a comfortable seat.

Read the news so that you can talk about it, and thus keep up with other men's discussions.

Arrive at the office at a certain time each morning, fresh and ready for your busy days.

Let the *Big Red Cars* keep you out of traffic jams.

Let the motorman drive for you. *Enjoy* your trip. It's extra

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115,000,000 people yearly depend upon the Pacific Electric Railway to transport them. 7,000 employes are at their service. \$100,000,000 are invested, to make this service good.

54 incorporated cities in four counties within a radius of 70 miles from Los Angeles are benefited.

Let this great organization serve you too.



Pacific Electric Railway

Passengers—Freight—Express—U. S. Government Mail

Largest Interurban Electric System in the World



Misunderstood

Interne (to flapper)—I think you have acute appendicitis.
Flapper—Oh, doctor, aren't you the flatterer!—Boston Transcript.

A danger sign can't talk, but it's not so dumb as the fellow who disregards it.

What Did She Expect?

Lady (visiting insane asylum): "I wonder if that clock is right?"
Inmate: "Of course not. It wouldn't be here if it was."

"No, my husband has never spoken a harsh word to me."
"Ah, charming man—so considerate."
"Oh, no; so cautious."—Union Oil Bulletin.

Her Smile Technique

Office boy (to stenographer): What are you doing?
Stenographer: Me? Oh, I'm just practicing my laugh for the boss's golf story.—Life.

Ignorance

A congressman's wife, waking him in the middle of the night, told him that there were robbers in the house.
"Impossible," said the congressman.
"There may be robbers in the Senate, but not in the House."—Florida Times-Union.

"You should set your cap for Dash, my dear. He's a bachelor and well off."
"That's the trouble with bachelors," she said. "They know they're well off."—Patton's Monthly.

Cause Plenty

A stout woman wedged into a crowded street car having difficulty getting into her tightly buttoned jacket pocket to extract her fare.
"Madam," said the man next to her, during her fruitless struggles, "Let me pay your fare."
She protested rather indignantly.
"My only reason for wishing to do so," he said, "is that you've unbuttoned my suspenders three times trying to get into your pocket."—N. O. T. and L. News.

The Queen's English

Is she a Wow? I'll tell the tonguetied world she is? She's a Rare Bimbo, a Flash, a Reckless Rib, she is—of course you gather I'm referring to the Hag—my new Baby. Boy, she's sure some Sweet Stick of Peppermint! She calls me her Total Loss, but that is just her delicate wya of saying I'm her Pappy, you know—oh, man, she is a Blizzard! Yes, of course—my fiancée.—The Philologist, in Town Topics.

The Loving Husband

Wife—Oh, John, mother's fallen downstairs and broke—
John (hopefully)—Her neck?
Wife—No, dear, one of the banisters.

Mandy—"I'se decided to leave mah husband."
Hanna—"How come? Is you be-ginnin' to economize?"—Ex.

Nothing to Exult Over

"My, but you will be glad when your time is up, won't you?" said a sweet nineteen-year-old miss to a prisoner in jail.
"I can't say I'm very keen about it, miss," was the answer. "I'm in for life."

"Ikey—"Look, papa, Abie's cold is gone and ve still got left a box of cough drops."
Father—"Yoi, vot extravagance! Tell Herman to get his feet vet."

Jane—"I don't care as much for Jack as I did."
May—"Why not?"
Jane—"He knows so many naughty songs."
May—"Does he sing them to you?"
Jane—"No, he just whistles the tunes."

"This check is doubtless all right," said the manager politely, "but have you anything about you by which you could be identified?"
The pretty young thing faltered: "I have a mole on my left knee."—Earth Mover.

Hadn't Seen It

Forward—Don't you think that the violinist's obligato is beautiful?
March—I can't say yet; wait till she turns around.

Voice from Next Room—George, are you teaching that parrot to swear?
George—No, mother, I'm only telling him what not to say.

Some Cow!

FOR SALE—A full blooded cow, giving milk, a kitchen stove and a lot of chickens.

She Knew

The old lady came out of a half doze as the train approached a station.
"Where are we, Bobby?" she asked.
"I don't know, Grandma," replied the little fellow.
"But didn't the conductor call out something just now?"
"No, Grandma; he just stuck his head inside the door and sneezed."
"Bobby," she exclaimed. "Quick, help me with these things! This is Oshkosh."—Exchange.

Angelic

Everett: "My wife is like an angle."
Stanley: "How's that?"
Everett: "She's always up in the air, always harping, and never has anything to wear."—Exchange.

More About Heads

Shortsighted Lady (in grocery): "Is that the headcheese over these?"
Salesman: "No ma'am, that's one of his assistants."—Selected.

Harry: "How long have you been married?"
Harold: "Let's see. I bought the suit I'm wearing four years ago."

We cannot always oblige, but we can always speak obligingly—Voltaire.
I want a hair net, please.
What strength, Miss?
Oh, three motor rides, two dances and a picnic.

Too Dangerous

Patient: "My wife says that I talk in my sleep, doctor. What should I do?"
Doctor: "Nothing you shouldn't."

"My son has just been graduated from college. What would you advise him to read?"
"The 'help wanted' column."

"My husband is so good to his employees."
"Is he?"
"Yes. He came home last night all tired out, poor fellow, and I heard him murmur in his sleep: 'Jim, I'll raise you ten.' And business is so dull too."—Exchange.

A colored citizen who had been unwisely exploring foreign chicken coops heard that the sheriff was aiming in his direction. Hastily he sought the railroad station and asked the agent to give him a ticket to the end of the line on the fastest train.
"Our fastest train left just ten minutes ago," replied the agent.
"Well," gasped the would-be tourist, "Jes' gimme de ticket an' p'int out de track!"

News From Home

"Did ye read the President's Mis-sage, Pat?"
"No, I did not."
"Sure, ye ought. He gives good news of Uncle Mike and his family in ould Ireland."
"Does he, though? An' phat does he say av thim?"
"Sure, he says our foreign relations are all right."

Essay on Pants

Pants are made for men and not for women.
Women are made for men and not for pants.
Pants are like molasses; they are thinner in hot weather, and thicker in cold weather.
There has been much discussion as to whether pants in singular or plural; but it seems to us when men wear pants, it's plural; and when they don't it's singular.

CORRIGAN SAYS:

Money Saved is Money Made.

During the month of May we will offer two exceptionally good values.

Superior quality Silver Vases
and Vegetable dishes
Regular \$6.50 sellers at \$3.95

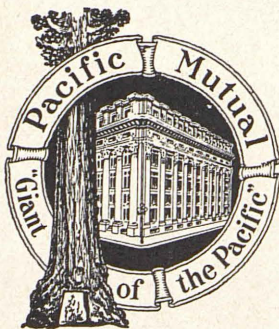
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J. J. Hull, Torrance, San Pedro, Pier A.

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Hollywood
Long Beach
Pasadena
South Pasadena
Eagle Rock
Highland Park

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SAVINGS COMMERCIAL TRUST

Resources over
\$180,000,000

Glendale
Santa Monica
Burbank
Lankershim
San Pedro
Huntington Beach
Montebello

CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

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

ASSETS

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

\$52,367,844.80

LIABILITIES

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

\$52,367,844.80

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

(Signed) V. H. ROSSETTI, Cashier.

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

WE PAY INTEREST ON TIME DEPOSITS

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

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

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

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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
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E. MADER
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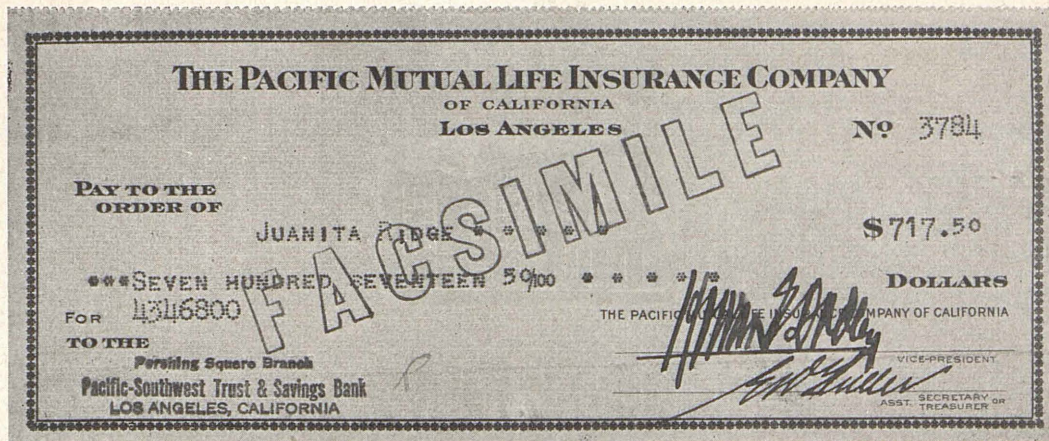
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tinued use of the Magazine as
an advertising medium, with a
resulting benefit to **YOU** and
YOUR FELLOW WORKERS.

Editor.

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

HERE IS A LITTLE INSTANCE OF WHAT THE
 PACIFIC MUTUAL ACCIDENT POLICIES ARE
 DOING FOR PACIFIC ELECTRIC
 EMPLOYEES



Pacific Mutual Life Insurance Company
 Los Angeles, California.

Gentlemen:

Please accept my hearty thanks for your promptness in sending me check for \$717.50 in payment under Pacific Mutual Accident Policy carried by my husband who was accidently killed.

It affords me great pleasure to furnish you these few words knowing that your Company was ready to immediately deliver this check upon proof of death.

I might say further that this policy was just taken out and but one premium had been paid under it.

Very truly yours,
 Mrs. Juanita Ridge.

William A. Ridge, P. E. employee, who was accidently killed recently, took out a Pacific Mutual Accident policy in amount of \$700, a short time prior to his death.

This policy, under its automatic accumulation clause, had increased in value to \$717.50, which amount, as evidenced by the facsimile check above, was promptly paid to the beneficiary.

Particulars concerning this policy and the convenient manner in which premiums can be paid in small monthly payments, will be cheerfully furnished by Pacific Mutual representatives.

J. R. Dougher, Pacific Electric Railway
 J. P. Hull, Pacific Electric Railway.
 Wm. L. Thomas, Superintendent.
 614 California Bank Bldg. - 629 So. Spring St.
 Phone Metro. 5792