



# THE PACIFIC ELECTRIC MAGAZINE



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No. 10



"SPEED, SAFETY AND COMFORT" TYPIFIED

## Whatever The 'Ordinary' Job There is Opportunity

**T**HIS story is told of William Walcott, the noted English etcher who paid a visit to the United States recently. He came to behold New York and to record his impressions of the great American city. He wandered about the streets for fully a week, studying the famous and so much done skylines, the skyscrapers, the churches, the clubs, combining the last word in modern, bold and efficient architecture with types of the school it has yet to replace. He soaked himself in the atmosphere of the crowded thoroughfares by day and again by night when they were deserted and dull.

Then at last came the day when he felt the urge to sketch. He tried vainly for a while to buy some paper. Finally he hunted up his old friend, Donn Barber, an architect as well known in London as in the United States. While office boys were dispatched to buy sketching paper, Walcott, the true artist who sees values in all things, wandered about the architect's office. He found a boy wrapping up some house plans.

"What is this paper?" he asked, indicating the mottled tan wrapping paper.

"It's just ordinary wrapping paper," explained the boy.

"Nothing is ordinary," corrected the artist, "if you know how to use it." He took one of the big sheets, folded it twice and hurriedly disappeared.

The great master of etchers made two pictures on that wrapping paper—ordinary wrapping paper. One of the sketches sold for a thousand dollars and the other for five thousand. One was a study of lower Broadway—the Canon, it has been called. Here are the Woolworth Building and many other giant structures reaching forty stories above the ground; here millions of people come and go, and count for little; here one misses light and air, and the sun and the stars are lost; it is the treadmill of industry, there are no play-people here.

The other picture was a corner on Fifth Avenue, showing the University Club. These two pictures will be among the famous dry-point etchings of the world—done on wrapping paper!

And with them has been left the philosophy: "Nothing is ordinary if you know how to use it."

Your job and my job, everybody's job is just ordinary. What successes could we not achieve if we knew how to make full use of the ordinary opportunities of our ordinary jobs! Courtesy and kindness are among the most ordinary of services. Yet how much fuller might be the measure of our achievements if we knew how to use them well!

It is a thought well worth taking with you to your daily task: "Nothing is ordinary if you know how to use it."

—*Canadian National Railways Magazine*

# Huge Toll Exacted by Freight Damage Claims

Nearly \$100,000.00 Paid During Last Year to Shippers for Damage Done Freight Over Our Lines. Fifty Percent Reduction Possible

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

THE expense of loss and damage freight claims of the Pacific Electric Railway is a parasitic growth that is annually extracting thousands of dollars that are needed, now more than ever, for its healthy maintenance and the realization of the important part played by the human equation in keeping down losses should be conducive towards eradication of many of the causes which contribute to the heavy burden caused by freight claims.

During the calendar year 1924, the Freight Claim Department of this Company was called upon to investigate and adjust in excess of 17,000 claims, in addition to the performance of satisfying inquiries of shippers concerning tracing of their consignments, accomplishment of diversion orders and kindred functions, from which may be visualized the magnitude of the work carried on by the Freight Claim Department, as well as the desirability of broadcasting the doctrine of freight claim prevention.

## Joint Responsibility

To secure the best results in the reduction of loss and damage claim payments, the employees who handle freight must realize their joint responsibility. Every employee who has to do with the handling of freight, directly or indirectly, is a link in a chain. We all know that a chain is no stronger than its weakest link. To maintain the strength of the chain and avoid breaks, every man should appreciate his relation to the entire organization and see that such service as he performs is done expeditiously and with due care, so delays, loss and damage may be avoided. They should bear in mind always that "Service" is the best solicitor of traffic that a railroad can produce. Safe and dependable service is a veritable magnet when it comes to attracting patronage to the road.

Claim causes creep in from so many different sources, that it behoves all who have anything to do with the handling of freight, to exercise due diligence and take every precaution to prevent loss and damage to freight shipments entrusted in our care for transportation. This broad principle applies with equal force to every phase of our complete transportation service.

The proper preparation

of shipments to enable them to withstand ordinary wear and tear of transportation is a duty which the shipper owes alike to himself, to the customer whom he is serving, and whose patronage may be assumed to be valuable to him and to the carrier who is trying to serve both.

The failure to properly prepare shipments for transportation furnishes a large contribution to claim expense accounts of carriers, as well as delay, expense and dissatisfaction to the shipper and consignee. This would be greatly minimized, if not entirely eradicated, by the exercise of care to see that material of sufficient quality and strength is used in the construction of bags, boxes, bales and other containers, and in the case of goods shipped in straps, that the individual packages be securely held in place, having in view the weight of the contents which it is desired to protect.

The primary purpose of good packing is to reduce loss and damage to a minimum, thereby saving thousands of dollars which are now being paid out in settlement of loss and damage claims. It is a splendid movement and deserves the hearty co-operation and assistance of every shipper, because the benefits to be derived are mutual and the saving to the carriers should eventually be reflected in low-

ering transportation costs to the public.

Concerted efforts on the part of all roads throughout the United States, during the past few years, have been productive of remarkable improvements of a general nature. Our problem today, however, is of local character and the remedy of our individual situation rests entirely upon our own efforts, applied to our own conditions, to achieve results in freight claim prevention.

Our prevention organization should be composed of every employee whose activities are associated with the handling of our freight traffic. Frequent meetings of employees principally concerned have facilitated the exchange of helpful information and ideas and have assisted in the elimination of causes of an avoidable nature.

## Rough Handling

Rough handling of cars, defective or unfit equipment and unlocated damage are the larger factors comprising loss and damage waste. The vast expense caused by rough handling has assumed such proportions that a nation-wide campaign is now in progress and the tremendous losses of the carriers, growing out of rough handling, are being specially emphasized. Authorities contend that ninety per cent of rough handling occurs in yards and has been defined as either too rapidly starting or stopping the movement of a car or train, or applying the necessary forces for stopping or starting or too small a portion of car or train. When switching cars, instead of reducing movement to a certain speed (miles per hour), it is thought that it will prove more practicable to reduce cars to a speed not to exceed a slow walk at the time of impact. The exercise of proper care when starting and stopping, giving consideration to slack, and the application of brakes in accordance with the number of cars to be stopped, should operate towards the avoidance of rough handling, with resultant possibility of damage.

The Freight Claim Agent acts in the capacity of an impartial judge in passing on the adequacy of the supporting evidence submitted by claimants, as well as the additional facts which must be developed through our own efforts of

## Freight Damage an Unrecoverable Economic Loss to Everyone

ONE OF THE most discouraging outlays which a railway is called upon to make is settlement of unnecessary freight damage claims. Such payments result in an economic waste that can never be recovered. Why?

The shipper is paid only for the value of his damaged merchandise; his money and time spent in the recovery of damages is lost forever.

The merchant to whom the shipment is consigned may lose thousands of dollars through the non-receipt or delay in receiving a shipment of merchandise. The wage-earner likewise may lose through temporary loss of employment pending the delivery of a needed and delayed shipment.

Lastly, the carrier, through the careless or negligent act of one employee, may lose the profit on an entire trainload of merchandise. Indeed, freight damage is an unrecoverable economic loss.

Last year our Company paid out \$93,555 to shippers for the damage done goods in transit on our lines.

That isn't all. An organization of 29 employees spent their entire time in freight damage claim matters, not to mention the time of hundreds of employees utilized in the settlement of such claims.

In the accompanying article Mr. Squires estimates that damage claims on Pacific Electric lines can be reduced 50 per cent if all concerned co-operate to the fullest extent. Most employees are doing their utmost to hold these claims to a minimum. Let's all strive to make a better showing than ever before achieved.

investigation to determine the full circumstances on which liability may be judged. Facts are of first importance and a properly supported claim presentation is of great assistance in making prompt adjustments possible to the satisfaction of claimants.

Section 10, of the Interstate Commerce Act, provides that a carrier cannot pay, and a shipper cannot receive, money through claim payments that are not due legally. The carrier, therefore, must be very careful in paying claims to see that liability is established and that claims are paid only when due.

To accomplish this end, the carriers are obligated to develop full facts as to the handling of shipments to enable them to determine whether they are responsible for the loss or damage claimed and are further obliged to see that the amount paid for a loss is a proper one and chargeable to its negligence.

#### Big Reduction Possible

The human equation, taken as a whole, represents the big source for correcting loss and damage evils and through the co-ordinated efforts of all concerned, it should be possible to cut down, by at least half, the enormous expense of claim payments annually involved, as well as the overhead expense of conducting our freight claim department, where a force of thirteen men is constantly engaged in investigating and adjusting a constant circulation of approximately 2,500 claims, in addition to which the Freight Claim Prevention Bureau, of the Operating Department, as well as claim clerks at the larger stations, are continually occupied in the work of developing the facts or straightening out errors of omission or commission caused by carelessness, improper handling or negligence.

Let's cut our loss and damage claims in half—IT CAN BE DONE!

#### LINEMEN PLEASE NOTE

"Why linemen come to California," would have been a pertinent heading of a news story appearing in a recent issue of the Western Electric News in recounting the hardships and havoc wrought by winter storms in Texas and the midwest during January. The article stated in part:

"The storm belt, 75 miles wide, extended from northern Texas in a northeasterly direction through Oklahoma, Missouri, northern Indiana and portions of Ohio and Illinois. About 35,000 poles fell in the southwest, while in Illinois 31,000 poles went down under the tremendous strain imposed by wind and sleet, carrying with them thousands of miles of ice covered wire which was broken and snarled.

"It was estimated that poles with four crossarms and forty wires were carrying in addition eight tons of ice per pole. In some places icicles nine inches long were hanging to the wires."

Another storm in December in Nebraska and Iowa left in its wake 7,600 poles and 105,000 miles of wire on the

### Radio Takes Thousands on Mt. Lowe Trip

**R**ADIO fans over a broad expanse took a vivid imaginary trip to Mt. Lowe on Saturday evening, February 28th when, from "K-H-J," radio broadcasting station of the Los Angeles Times, unseen multitudes were treated to a very novel radio travel entertainment.

With all the frills and thrills and without digging up the usual \$2.50 per ticket, every scenic feature of our famous trip was exploited to the thousands of listening ears through a fantastic journey via radioland. That Passenger Traffic Manager Smith, who contracted for this unusual advertising program knew the probable result and its value as an advertising medium was reflected in a considerably heavier travel to Mt. Lowe immediately following its rendition.

The journey, or rather program, required some four hours time to render, was written in the form of a continuity by O. G. Pirie, familiarly known to radio audiences as the Sandman, and arranged by J. Howard Johnson. At different points on the journey the audience was entertained with musical numbers by a number of the favorite artists broadcasting from KHJ.

ground. Samples of wire put out of commission showed an ice coating two inches thick, weighing 1½ pounds per foot or 75 times the normal weight of the wire.

### WOULD REQUIRE 19 BILLIONS TO REMOVE ALL CROSSINGS

The average cost of eliminating grade crossings averages between \$75,000 and \$100,000, according to Railway Age figures made public today. These figures closely follow reports to the Interstate Commerce Commission that grade crossing casualties were greatly reduced in the third quarter of 1924, due to the intensive safety campaign carried on by the railroads.

There were 252,507 grade crossings in the United States at the end of 1921. In 1922, 705 of these crossings were eliminated at a cost of \$70,000,000, but 4,337 new crossings were created by opening of highways across railways, and so there were 3,732 more crossings at the end of 1922 than at the end of 1921. As new grade crossings were added at an equal rate in 1923, it is estimated that at the end of 1923 there were 260,000 grade crossings in the country.

The railways are now making capital expenditures of about \$1,000,000,000 annually to enable them to handle increased business and reduce operating costs. To eliminate all the grade crossings that existed at the end of 1923 would require the investment of another billion annually for 19 years. If new grade crossings continued to be opened as fast as they were in 1922 there would still be, at the end of the 19 years, 84,340 grade crossings.

The "Age" points out that in 1923 the total number of persons killed in automobile accidents at grade crossings was only ten per cent of the total number killed in all automobile accidents. In other words it is proposed that the railways, to reduce automobile accidents, raise a billion dollars annually for 19 years, the investment of which would have no effect upon 90 per cent of the automobile accidents that occur.

| PACIFIC ELECTRIC RAILWAY COMPANY<br>OPERATING REVENUES AND EXPENSES, TAXES AND INCOME<br>ACCOUNTS—JANUARY, 1925 |                        |
|---|------------------------|
| Passenger Revenue .....   | \$ 1,078,395.77        |
| Freight & Switching Revenue .....   | 490,296.19             |
| Other Revenues .....  | 59,689.92              |
| <b>Total Railway Operating Income .....</b>   | <b>\$ 1,628,381.88</b> |
| <b>Total Railway Operating Expenses:</b>  |                        |
| Wages .....   | \$779,633.43           |
| Other Charges .....   | 422,775.58             |
| Transportation for Investment—Credit .....  | 14,359.21              |
| <b>Revenue Less Operating Expenses .....</b>  | <b>\$ 440,332.08</b>   |
| Depreciation .....  | \$ 52,795.88           |
| Taxes Assignable to Railway Operations .....  | 97,665.46              |
| <b>Total Depreciation and Taxes .....</b>   | <b>\$ 150,461.34</b>   |
| <b>Revenue Less Operating Expenses, Depreciation and Taxes .....</b>  | <b>\$ 289,870.74</b>   |
| Non-Operating Income .....  | 36,648.40              |
| <b>Net Revenue .....</b>  | <b>\$ 326,519.14</b>   |
| Interest on Bonds and Other Debt .....  | \$359,151.37           |
| Rent and Miscellaneous Income Deductions .....  | 122,801.48             |
| <b>Total Deductions .....</b>   | <b>\$ 481,952.85</b>   |
| <b>Net Loss for month .....</b>   | <b>\$ 155,433.71</b>   |
| <b>Total outstanding Deficit as of January 31, 1925 .....</b>   | <b>\$14,206,365.82</b> |
| Los Angeles, Calif., March 3, 1925.   | L. A. LOVELL, Auditor. |

## NEW TRACK LAYOUT SPEEDS FREIGHT SERVICE



Considerably new freight traffic and speedier service will result with the servicing last month of the new double curve track layout at 9th and San Pedro Streets, shown above during progress of work.

**A**T AN approximate cost of \$32,000 the Engineering Dept. has just completed the installation of a new double track curve connection at 9th and San Pedro streets, replacing the old sharp radius curve at this point. The larger radius curve is for the purpose of permitting the handling of freight traffic on San Pedro street and making possible the serving of industries to be located in the industrial district between 9th and Aliso Streets.

This new construction will permit freight service to the new Westinghouse Electric Mfg. Co. plant just recently established on San Pedro street near Fifth street.

The city of Los Angeles granted a 21 year freight handling franchise for operation on San Pedro street, between 9th and Aliso streets.

Heretofore freight switching motors with a string of cars were unable to negotiate the sharp curve at 9th and San Pedro streets and after freight franchise was secured it was essential to lengthen curve by purchasing and installing a new layout, which is considered a complicated piece of special work and difficult to handle, as its installation presented many tedious problems while being placed by the track gangs, since traffic was maintained over the curve at this point during the progress of the work. The gangs worked night and day for a

period of 36 working days to have the curve completed and ready for service by February 11th.

Installation of the curve at an earlier date was not permitted until the City of Los Angeles had acquired by condemnation the land at the northeast corner of Ninth and San Pedro streets, to afford the proper clearance for the enlarged curve connection.

After this property was acquired extensive structural changes were essential in building on property, sidewalks and street pavement, before the Company could undertake the work of installing the new curve.

### UNIFORM DEPT. SPEEDS SERVICE FOR TRAINMEN

A bulletin was issued last month advising Trainmen that henceforth it would no longer be necessary to procure an order from the Transportation Department covering the cleaning and repairing of uniforms. In the future such orders will be issued by the Uniform Department and Trainmen desiring work on suits should take them direct to that department.

Mr. Hart of the Uniform Department advises that in the future a three day service will be available and that Trainmen so desiring may leave their

### SPECIAL ALL-RAIL MOVEMENT OF OIL TO EASTERN COAST

Our freight forces rendered rapid fire service on February 19th in an unusual rush all-rail movement of oil destined to New York City. This hurried long rail shipment was made by the Shell Oil Company of California and the load consisted of 25 cars of California crude oil from Watson refinery served exclusively by the Pacific Electric.

The movement required the services of two of our large type electric locomotives and the heftiness of the load is apparent when it is considered that each of the loaded twenty-five cars contained between ten and twelve thousand gallons of oil. The aggregate weight of train, cars and oil, exceeded 3,000,000 pounds.

The special train was routed through Butte Street yard with unusual dispatch where it was taken over by steam line carrier and rushed as special train to its eastern seaboard destination for shipment abroad.

extra uniform in the department and change there when they wish to leave uniform for cleaning or repairing.

# Helping Needful Humanity to Find Its Way

## Traveler's Aid Doing a Very Valuable Work in Returning to Society Those Who Have Wandered from Straight and Narrow Path

By DOROTHY E. WYSOR, General Secretary  
Los Angeles Travelers' Aid Society

OUR day at the Pacific Electric Station begins at 8:30 in the morning. Our worker takes her position at her desk near the concourse, where a globe ensignia announces world-wide service of Travelers' Aids to all comers and goers. Few of these ever see us, however, for the great majority of travelers know where they want to go, have their tickets and are not penniless or in trouble. But that one bewildered, hurt, lost, sick, or erring individual who drops out of the passing throng justifies—when you learn his or her predicament—the work done by Travelers' Aid Societies that find and help the traveler all over the United States.

The Travelers' Aid worker must be alert for, behind the casual inquiry, some tragedy may be lurking. She does not answer questions, even of the simplest sort, automatically.

A young girl asks for information about rooms, or a job, or she inquires the way to Hollywood, or how to get to see Mary Pickford. The Travelers' Aid worker must think quickly of the right approach to get the girl's confidence. She persuades her to sit down and talk a few minutes. It soon becomes apparent that here is one more girl who has left her home in the small town, to seek adventure in the big city. Perhaps the small town seemed dull to her, or she has had a quarrel with parents, or brother, or sweetheart. She is "misunderstood," or she has failed in her examinations at school, or has found that her parents don't love her and "they'll be sorry when I am gone."

### Call of Youth

It is astounding what trivial reasons (to the adult mind) often cause a youngster to pack a bag with impractical things and set out for a city in which he or she will be friendless. Usually the runaway—whether boy or girl—leaves on the impulse of the moment, though trouble may have been brewing for some time. They usually have no money and no plans except "to get a job"—preferably in the movies. They are nearly always very young, averaging about fifteen.

Some cases are very easy to "pick up," even in the crowded, confused station. The worker catches a glimpse of two boys dodging around the gateways. She is after them in a moment. "John Smith and Tom Smith, brothers, yes mam," going to their father in Fresno. John was twelve in May and Tom will be twelve in August. Within an hour the two youngsters whose real names are as different as their ancestries, are safely back in the orphans' home where they belong.

The station employees often call our attention to a child or a grown up

THE accompanying article is the second prepared by Miss Wysor outlining the work of the Traveler's Aid Society. The individual incidents herein related emphasize the importance of the work being done by this organization and also show how Trainmen and other employees can render a humane service by being alert in detecting and referring needy travelers to the Society's representative for advice and guidance.

who seems to need help. A trainman brought us Tommy, eleven years old, ragged, dirty, forlorn and weeping, in the Pacific Electric Station. He wanted to go home to Minnesota. In the office Tommy told a detailed story about himself. He had left his poverty-stricken home where his father, a disabled veteran, eked out a scanty living in a little shoe repair shop, to come west with two other boys in an auto. They had abandoned him after reaching Los Angeles and he had earned enough to buy occasional "hot dogs" by selling papers and had slept in alleyways for four months. Now he wanted to be sent home. A few wires back and forth to Minnesota gave us a clue to the real name and the father, a well-to-do, well known merchant of Los Angeles, was located. Tommy had left his comfortable home in Los Angeles only the day before and no detail of his story was true. The father seemed such a substantial citizen and so well able to manage his family affairs that we released Tommy to him at once, when he told us that the child had never given any trouble at home, was unusually intelligent, and probably had wandered off seeking local color for some stories he was writing.

### A Restored Vagabond

A policeman, who did not wish to put fourteen-year-old Harold W. in jail for vagrancy, asked the Pacific Electric worker to look into the situation. Harold had been staying in a lodging house for homeless men—not, of course, a very good place for a fourteen-year-old boy. Harold's home was in a small town in Nebraska where his father is a prominent citizen and comfortably situated, financially. Harold had found the home town extremely slow and, twice last year, had run away, but had returned after only a short stay. He had stolen one-hundred dollars from his parents and bought a ticket to Los Angeles. He thought he had an uncle here but had been unable to locate him. We could not find the uncle's name in the direc-

tory, nor could we locate him through the post-office, but our worker accompanied Harold to the Arroyo Seco where half a day's scramble up hill and down dale finally located the uncle's home in a district, condemned by the city and which now has no streets. Uncle and aunt were very glad to take Harold into their home at once. In the meantime, we had wired Harold's father who was broken-hearted over what the boy had done and, at first, felt he would not wish him to return home. Both father and son, it seems, are high spirited, strong headed people but with very fine qualities fundamentally. Letters back and forth between the Travelers' Aid, the aunt and uncle and Harold, at this end, and the father at the other end finally changed the father's attitude.

Finally a letter for Harold came in our care. It contained a check for one-hundred dollars, made out to the boy. His father told him, in the letter, that he could use his own judgment as to how the money should be spent. Harold's first impulse was to cash the check at once and have a good time. He was only fourteen years old and was never in a big city before. However, after a talk with our worker, he shook hands with her, said he intended to make good, bought his ticket and went home. We have since heard from him to the effect that he is doing well in High School and is getting along well with his father.

Let no one suppose that only young people run away. The old girl of eighty can be just as harum-scarum as the young girl of fourteen, bound for Hollywood. Old people, also, find small towns dull, feel that they are misunderstood and that their relatives treat them like children, that they interfere with their plans or else they find the younger generation quite intolerable.

### An Aged Adventurer

There was Grandma Smith, aged seventy-nine, who came from a small town nearby. She ran away because her grandchildren "sassied" her when she objected to their modern ideas of propriety and morals. We found her as homesick and penniless and planless as many a youngr adventurer. But we managed for her to have quite a little vacation and sight seeing before she returned to the unruly grandchildren.

In the Pacific Electric Station, we often find cases much in need of help which we are not organized to give from our own resources, but we secure the assistance required through the agencies which are organized to meet that particular need. This applies to the many people coming to our desk, who are residents in the city but are in financial difficulties and are down

to their last cent, and to cases of sickness, desertion, poverty, unemployment, etc. A woman inquires about a nursery where she can place her four children and go out to work. A talk with her brings out a pathetic story of desertion of the father and husband who has absconded with another woman—of a debt encumbered home and hungry youngsters. She is a resident—not a traveler—but we know how to direct her to the financial and legal aid she needs. We often ask the Juvenile Protective Society to visit the homes of young girls, under age, who are making appointments in the station and, obviously, becoming delinquent with the hope that constructive planning with the parents will provide these girls new interests and new outlets for their love of adventure and pleasure.

Travelers who get into trouble are generally old people; women with children; young girls traveling alone; little children traveling alone—we had more than a thousand of these last year, and the number of cases where relatives (through some misunderstanding) fail to meet them is astounding:—the blind; the feeble-minded; the insane; runaway boys, girls and old people; immigrants and strangers who do not understand English; and people lured to the city by some advertising scheme. In 1924, the Los Angeles Society helped 22,000 travelers, most of whom would come under one of the above classifications.

#### PATRON COMMENDS FREIGHT SERVICE DURING 1924

Commendation of the freight service rendered by the Pacific Electric during 1924 was expressed in a recent letter from Mr. H. H. Haldeman, an official of the Geo. M. La Shell Company, a leading building supply company of Long Beach. Mr. Haldeman wrote the following letter to Superintendent Davis:

"The writer having had some years experience in the past handling railroad correspondence is well aware of the fact that a 'common carrier's' mail is full of more kicks and howls than any other line of industry. Remembering this we feel that it would not be out of place to express our appreciation of the satisfactory service we have received at our industry from the Pacific Electric Railway during the year 1924.

"Our records indicate that we received about 800 carloads during 1924 spotted to our entire satisfaction and at times with service more than we could expect.

"Would appreciate it if you would let everyone who has a part in this know how we feel.

"Our success means your success and with true co-operation we can perhaps double 1924 in 1925."

#### It Might Work

At last Jim has been able to put a stop to his wife's extravagance."

"How did he manage it?"

"He warned her that if she didn't let up there'd be nothing left for alimony."—Boston Transcript.

### Dental Clinic to Open for Employees and Family



Dr. Samuel Kaufman

**C**OMES now another employees' beneficial innovation by the management which all will greet with keen satisfaction.

Last month Vice President & General Manager Pontius concluded arrangements by which employees and the immediate members of their families, may at their option, receive any and all dental attention they may require, or desire, at a cost far below that usually charged by the profession.

A well equipped dental laboratory, responsible to Dr. W. L. Weber and as an adjunct of our Medical Department, is to be installed in Room 395 Pacific Electric Building, ably manned and fitted with every modern facility of the profession. The office will be opened on March 15th.

Dr. Samuel Kaufman has been selected to take charge of the work and, needless to say, comes with the highest of credentials as to his fitness and previous record as a practicing dentist. A graduate of the Atlanta-Southern Dental College, of Atlanta Georgia, Dr. Kaufman's practice for the major part has been rendered in the United States Army, a field of activity certainly sure to demand a versatile and highly skilled craftsman.

He became connected with the Army in 1915, was commissioned 1st Lieutenant of the Dental Corp in June, 1916, promoted to the grade of Major in October, 1917, which commission he retained until his resignation from the service in 1923. Letters possessed by Dr. Kaufman from high army officials relating to his services are highly commendatory.

Dr. Kaufman's schedule of prices to be charged employees and their family members have had the closest scrutiny and investigation by the management

and employees may be assured that they will be agreeably surprised with the nominal fees available to them. As previously stated, the charges are much lower than elsewhere procurable, consistent with good work and material, a feature positively guaranteed by Dr. Kaufman.

In recent years it has been conclusively proven that many ailments to which the human body is subject may be traced to some deep-seated germ-laden gum or tooth and our physical welfare almost demands frequent inspection and treatment of our teeth. With the increased cost of dentistry in recent years the management saw the opportunity of procuring for employees such work at a low cost through volume purchasing power. This opportunity is now capitalized and available to employees and dependent family members at their option.

### FOX TROT TOURNAMENT TO BE HELD AT P. E. CLUB

Fancy fox-trotters among P. E. employees, and there are many as will be proven by a visit to the Thursday night Club dances, are to have their inning.

Club Manager Vickrey has sanctioned the plan of Mrs. Mabel Rockwell of an competitive elimination tourney at which two couples, showing the most, the latest and best executed steps, will be chosen on three consecutive dance nights. The fortunate surviving six couple will "fight" it out for supremacy, the winning couple to be awarded a \$10.00 prize, while the second best couple will receive \$5.00, the remaining four couples taking theirs in consolation, if any. Mrs. Rockwell is planning on selecting competent disinterested and unconnected judges to make decisions on the final night.

The first evening's competition will begin on Thursday, March 12th, with the final event occurring on Thursday, March 26th.

Mrs. Rockwell also asked to be announced that beginning March 12th new classes will be formed in dancing the popular steps. All wishing to learn, whether or not they have ever danced, are cordially invited to attend. Classes begin at 7:15 p. m. and only dance students are allowed to attend, forestalling any embarrassment on the part of beginners.

Many Pacific Electric employees now enjoying dancing to the fullest owe their proficiency to the able teaching of Mrs. Rockwell, whose earnest and capable efforts have elicited warm praise. Employees desiring to learn dancing will never be afforded a better nor more attractive offer than awaits them through the medium provided by the P. E. Club.

#### One for the Druggist

A dusky lady went into a drug store and asked for one cent's worth of insect powder.

"But that isn't enough to wrap up," said the clerk.

"Man!" exclaimed the woman, "I ain't asked you to wrap it up. Just blow it down my back."—Whiz Bang.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The February meeting of the Executive Committee of the Pacific Electric Club was held in the Library of the new quarters at 514 East Eighth Street, February 4, 1925, at 2:00 p.m. The following members were absent: H. A. Wilkerson, H. Ross, M. T. Spencer, W. F. Watkins, and S. A. Bishop.

### Club Fund

|                       |           |
|-----------------------|-----------|
| Balance, 1-1-25 ..... | \$ 105.65 |
| Receipts .....        | 1,140.25  |

|                     |            |
|---------------------|------------|
| Total .....         | \$1,245.90 |
| Disbursements ..... | 260.81     |

|                        |           |
|------------------------|-----------|
| Balance, 1-31-25 ..... | \$ 985.09 |
|------------------------|-----------|

### Relief Fund

|                       |           |
|-----------------------|-----------|
| Balance, 1-1-25 ..... | \$ 551.29 |
| Receipts .....        | 379.00    |

|                     |           |
|---------------------|-----------|
| Total .....         | \$ 930.29 |
| Disbursements ..... | 538.50    |

|                        |           |
|------------------------|-----------|
| Balance, 1-31-25 ..... | \$ 391.79 |
|------------------------|-----------|

### Unfinished Business

Mr. McCammond, Chairman of the Committee on the revision of the Constitution and By-Laws of the Pacific Electric Club read these rules and regulations as they had formed them which lead to much discussion by the various Committeemen. Many suggestions were made by them which were approved by the special Committee and the proper corrections were made accordingly, but after careful consideration it was decided to give this Committee the month of February to revise their work in order to bring the matter up at the Executive Committee meeting in March.

Thomas Brownlee who has taken the place of John Richards in the list of Executive Committeemen from the Mechanical Department at Torrance, was present at the meeting. Mr. Thorburn ask Mr. Brownlee to stand that all might see the new member. Mr. Brownlee, in response, expressed his happiness in becoming a member of the Executive Committee and his willingness to do all which he could to further the welfare of the Club.

Mr. Day stated that the Club Rooms at Ocean Park have been properly supplied with gas heaters and gas which makes their rooms complete at that terminal.

### New Business

A report on the Annual Dance which was held at Rutherford's Hall, 1024 South Grand Avenue, January 22, 1925, was made. It was agreed that the Annual Ball was a bigger success than ever before and the suggestion was made that a larger hall will be needed next year. The crowd was so large that the dance floor was crowded at all times during the evening while many enjoyed themselves in the lobby where free punch was dispensed.

Mr. Vickrey called the attention of the Executive Committeemen to the fact that the beneficiaries of all Metropolitan Life Insurance Policyholders have received unusually prompt service during the past month. The length of time running from four to eleven days for complete payment.

The Executive Committee were well pleased with the new location of the Club and made a careful inspection of all space now occupied. In closing the meeting, Mr. Vickrey, stated some of the facts connected with the moving of the Club and the process of becoming adjusted. He especially urged that everyone make it his special duty to invite the various Club members to visit the new quarters and to attend all Club functions.

### BOOKS DONATED TO LIBRARY

Again we are pleased to record and express the Club's appreciation for donation of books by employees for the pleasure of those using the library. Books donated to the Club also are loaned to employees confined at the Pacific Hospital and afford pleasant recreation for afflicted fellow employees.

We are indebted to P. McDowell of the Mechanical Department at Sherman for the following:

Soldiers of Fortune—Richard Harding Davis.

The Lion and The Unicorn—Richard Harding Davis.

Tour of The World in 80 Days—Jules Verne.

Harold, The Last of the Saxon Kings, Vols. 1 & 2—Edward Bulward Lytton.

Pink and White Tyranny—Mrs. Harriet B. Stowe.

Life of Cromwell—Henry William Herbert.

A Desperate Woman—Mrs. M. E. Holmes.

Paradise Lost—John Milton.

Bancroft's Library of The Worlds Masterpieces, Vol. 1, 2, 3, 4, 5—Bancroft.

Miss Florence Kraft, daughter of Henry Kraft, Motorman of the Northern Division kindly donated the following list of books:

When Pattie Went to College—Webster.

Girls of the True Blue—Meade.

The Tortoise—Borden.

The Winner—Tomlinson.

### P. E. CLUB BULLETIN

From March 6 to April 6, 1925

**Friday, March 6:**

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

**Monday, March 9:**

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

**Tuesday, March 10:**

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

Masonic Club meeting, 8:00 p.m.

**Wednesday, March 11:**

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

**Saturday, March 14:**

Agents' Association will hold their Annual Banquet at the Los Angeles City Club, 833 S. Spring St., 5th floor, 7:15 p.m.

**Monday, March 16:**

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

**Tuesday, March 17:**

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

**Wednesday, March 18:**

The Trainmen will meet as follows: Northern Division, Pasadena. Southern Division, Long Beach. Western Division, Sherman.

**Thursday, March 19:**

Club Dance in Ball Room at the Club 8:30 p.m.

**Friday, March 20:**

General Staff meeting, 10:00 a.m. Vaudeville at the Club, 8:00 p.m.

**Monday, March 23:**

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

**Thursday, March 26:**

Club Dance in Ball Room at the Club, 8:30 p.m.

**Monday, March 30:**

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

**Wednesday, April 1:**

Executive Committee meeting, 2:00 p.m.

**Thursday, April 2:**

Club Dance in Ball Room at the Club, 8:30 p.m.

**Friday, April 3:**

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

**Monday, April 6:**

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

### CITY CLUB TO BE BANQUET QUARTERS OF AGENTS

Arrangements have been completed for the Third Annual Dinner of the Agents' Association to be held Saturday evening, March 14, 1925, at 7:15 p.m. at the Los Angeles City Club, located in their new building at 833 South Spring Street, Los Angeles.

The events of the evening include the banquet and entertainment features of unusual merit and a wonderful time is guaranteed.

Agents and Assistants on the Northern Division will be furnished admission tickets as winners in the Attendance Contest for the year of 1924.

H. O. Marler, Chairman of the Entertainment Committee, has issued a bulletin giving full details to all Agents and is making a strenuous effort to make this year's gathering the banner one in history of the association.

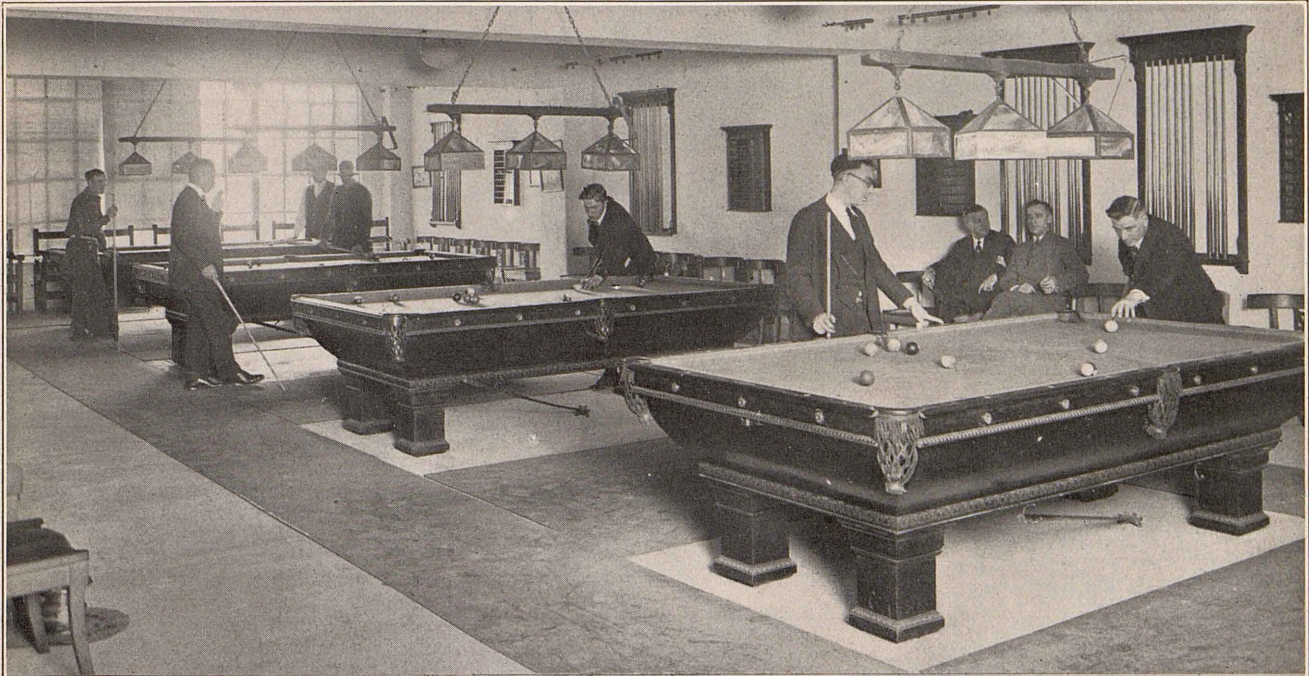
### CHEAP WOOD FOR EMPLOYEES

The Stores Dept. is now in a position to supply Company employees with scrap wood, (car, building and bridge timbers, etc.) cut into stove or fire-place lengths, we are advised by Correspondent Hopkins. The price is \$4 per cord, delivered on board cars at Company Yards, Washington St. & Long Beach Ave., Los Angeles, or at other points where there are Storekeepers and Yard facilities for handling.

Application for this wood should be made through the heads of departments and orders will be accepted and deliveries made in the order in which they are received.



## NEW TEMPORARY CLUB ABOUNDS IN COMFORT



Scenes in the new club quarters at 8th & Wall Streets; visitors have been unanimous in pronouncing the club's new home far more cheerful and comfortable than the former headquarters.

**H**AVE you visited the new club quarters? If not, let us predict that an agreeable and pleasant surprise awaits you.

With the complete removal and placement of all club equipment in the new quarters there is a homey atmosphere that greets the visitor instantly. The building is entirely new, is sunny, light and airy and seems to possess a charm that was lacking in our old quarters.

Every facility and amusement that was provided in our former club home, with the single exception of picture shows, is to be found in the newly occupied quarters. In addition, the dance hall is considerably larger and the floor has been greatly improved.

Supplementing the picture shows previously given, which by city ordinance regulating show houses does not permit of them in our temporary club home, Club President Thorburn and Manager Vickrey have arranged to give vaudeville shows every alternate Friday evening. Six acts of talented performers will be booked and these shows will begin at 8:00 p.m. and close at about 9:30 p.m. On Friday, March 20th, an all-children's bill has been scheduled, the youngsters having been secured from one of the local art training schools.

Mr. Vickrey announces that he desires to get in touch with employees who would like to appear in vaudeville acts at the Club. Also, those having talented children, are urged to make application for appearing at the shows given, which is an excellent opportunity to further their training. In the case of children, if sufficient interest is



manifested, worthwhile prizes will be awarded to those whom the audience finds most entertaining. Application should be made immediately to either Mr. Vickrey, or his assistant, Mr. Worley at the Club.

Attendance of employees at the club is increasing each week. In distance it is closer to the Main Street terminal than was the Hill Street club rooms, and while not as convenient to Western Division employees as was the former club, the new temporary location is more conveniently located to a larger number of employees.

Lies slumbering here one William Lake; he heard the bell, but had no brake."—Detroit News.

### GIFTS OF RICH TO CHARITY

Some of the large benefactions within the past few years for educational, religious and charitable purposes are:

John D. Rockefeller, \$575,000,000.  
 Andrew Carnegie, \$350,695,653.  
 George Eastman, \$58,602,900.  
 Henry C. Frick, \$85,000,000.  
 James B. Duke, \$42,000,000.  
 Mrs. Russell Sage, \$40,000,000.  
 George Peabody, \$8,465,000.  
 George F. Baker, \$11,900,000.  
 Lotta Crabtree, \$4,000,000.  
 John Sherman, \$20,000,000.  
 Mrs. Stephen V. Harkness, \$9,000,000.

# Governing Freight Rate Factors

## Success of Both Shipper and Carrier Depends on Rates Sound and Equitable to Both

By EARL W. HILL,  
Educational Advisor

**F**REIGHT rates are elements that are entering every day into our commercial life, and the life of industries, and our great transportation problems. The farmer and the manufacturer complain of the rates being too high, but the consumer who eventually pays all the transportation charges from the time the raw material is moved from the farm until the finished product is bought by the consumer, is paid for with little thought of the freight rate element.

If we are to complain about our freight rates, and perhaps justly so, we should know the elements that enter into the making of a rate, and the fundamental principles of our rate construction.

### Basic Elements

In making a rate we must take into consideration the following principal factors:

1. Cost of service to the carrier.
2. Value of the service to the shipper.
3. Value of the article.
4. Nature of the article. (Rough or finished, liquid or dry.)
5. Risk in handling.
6. Distance of haul.
7. Bulk and weight.
8. Requirement of special facilities, or extra service.
9. Expense at terminals.
10. Volume of traffic, and periods of movement.
11. Method of packing and protecting.
12. Rates on similar articles moving under like conditions and circumstances.
13. Rates of competing carriers.
14. Competition between producing centers and markets.
15. Will the rate increase the movement of the article.
16. Will cars be returned loaded or empty.

The cost of operating a railroad is divided into two classes, fixed charges, and operating expenses. Traffic may decrease and profits may appear but fixed charges must be paid. There are certain operating expenses that must be incurred, whether the traffic be light or heavy. The cost of handling traffic fluctuates from year to year, and even from month to month. The cost varies in different sections of the country, and on different railroads in the same section. It costs more to build and operate a railroad in mountainous regions than in level country—increases or decreases in the volume of traffic affect the cost, therefore rates based on cost would necessarily have to undergo frequent changes.

A shipper of cheap goods cannot

afford to pay as much for transportation as a shipper of expensive goods. A movement of cheap goods may be enormously increased by low rates, while it cannot be had at all at high rates, or rates that would be fair and reasonable for expensive goods. Therefore, different grades of traffic must pay different rates for the same service. A railroad must fix rates sufficiently low to stimulate traffic. High rates on certain articles curtail production, and consequently reduce the amount of freight offered for transportation. The amount of traffic that a rate will produce is an important factor to be considered.

It is worth more to carry goods a

### Many Employees Active in Freight Solicitation

**T**HAT greater efforts are being exerted to secure business is evidenced by the increasing number of traffic tips and suggestions being received by the Freight Traffic Department from individual employees. The personal interest which many of our employees have shown in securing traffic is highly commended by G. F. Squires, Assistant Freight Traffic Manager, who advises that February was the banner month in the number of tips received.

Keen interest in the solicitation problem has been shown by the activities of Operating Department's staff, yardmen, train employees and agents and the coordination of service and solicitation is certain to result in bigger business.

Among those who have been especially active in this connection are Frank Anders, General Yardmaster, Southern Division, Los Angeles; F. L. Reynolds, Foreman, Shed 3, Los Angeles Freight Terminal and Conductor H. Cairns, Northern Division, all of whom have made solicitation a matter of personal concern.

Our solicitation forces become very active with receipt of advice of prospective traffic movements and routings which would otherwise move by competing lines and trucks. Agents and operating employees particularly are in a position to supply this information from time to time and are urged to report such knowledge immediately to the Freight Traffic Department.

longer than a shorter distance, especially over the same route. Each additional mile involves an additional service. While the total rate increases with distance, the average rate per ton mile decreases as the distance increases. It does not cost twice as much to haul freight 200 miles as it does 100 miles. The expenses at the terminals are not affected by the distance freight is hauled, and this is true with respect to other expenses, except the actual hauling expense. The same rate may apply for distances over the same route. These conditions are generally created by competition between railroads themselves, between railroads and water lines, or between producing centers or markets.

There is a greater risk in handling a shipment of glassware than a shipment of hardware because the former may be easily broken. There is a greater risk in carrying expensive goods than in carrying cheap goods. In case of loss or damage the railroad must pay claims based on the value of the goods. Articles of large bulk and light weight must pay higher rates than articles of the same bulk and heavy weights, other things being equal, as the charges are usually assessed on a basis of weight.

If a railroad desires to handle traffic for which it is in competition with others transportation lines, it is obliged to do so at competitive rates, unless it has something to offer in the way of better service to justify higher rates. Meeting competitive rates frequently results in a railroad charging less for longer than for shorter hauls over the same route.

But to do this as in case of interstate traffic, special permission must be obtained from the Interstate Commerce Commission, under the fourth section of the Interstate Commerce Act.

The shipper cannot afford to pay for transportation service any more than the value added by that service to the goods shipped. The value added by this transportation service is measured by what the goods will sell for in the markets of other places, and this fixes the maximum rate, which the shipper can afford to pay. The minimum rate is generally fixed by what the railroad may determine it can handle the traffic for without an actual loss. Between these two extremes the rate must be made.

### A Shiek's Prayer

In the gloaming, oh my darling,  
When the lights are dim and low,  
That your face is powder painted,  
How am I, sweetheart, to know?

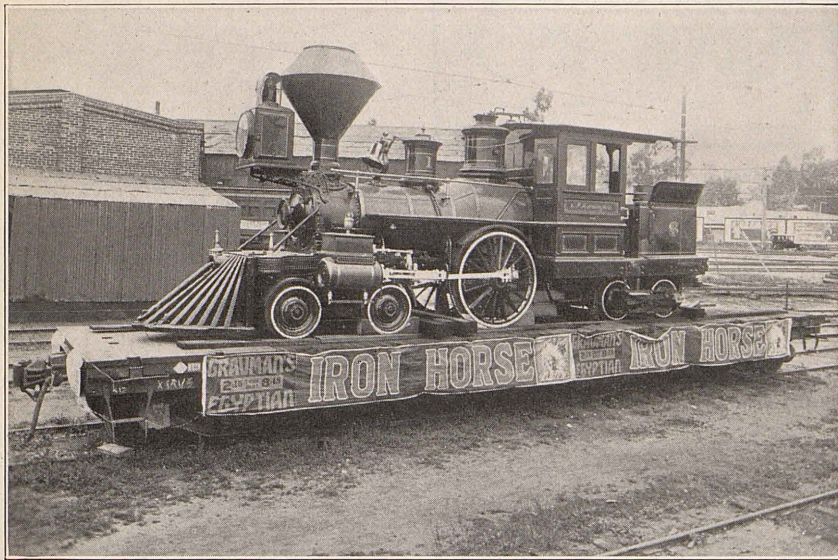
Twice this month I've had to bundle  
Every coat that I possess  
To the cleaners—won't you darling,  
Love me more and powder less!  
—Exchange.

### A Real One

Teacher: "Johnnie, can you tell me what a hypocrite is?"

Johnnie: "Yess'm it's a boy that comes to school with a smile on his face."

## Romance of the 'Iron Horse'



The "Collis P. Huntington," famous Central Pacific Railroad antique brought to Los Angeles last month to exploit the motion picture "Iron Horse."

**S**TRIKINGLY portraying the progress the American railroad industry has made in development of equipment, the appearance last month of the "Collis P. Huntington," a relic of the distant past, was placed on exhibition at the Grauman's Hollywood Egyptian Theatre in exploiting the picture "Iron Horse."

This quaint old "hay burner," one of the most prized of railroad antiques, was borrowed from the Southern Pacific Company and transported from Sacramento to the Butte Street yards, from which point it was taken over by this Company and handled to Hollywood, where our engineering forces with the use of cranes, placed it in the forecourt corridor of the Grauman playhouse.

"Old Jupiter," as this aged brass bound wood-burning locomotive was originally known, achieved everlasting distinction because of the fact that it was the Central Pacific's representative in the touching of pilots with the Union Pacific's equally famous "22," marking the completion of the first transcontinental line to link the east and west.

The meeting of these two famous old motive power units occurred at Promontory Point, Utah, on May 10th, 1869, the occasion being fittingly symbolized by the driving of a golden spike into a railroad tie, with Collis P. Huntington, Leland Stanford, Charles Crocker and other immortal figures in the building of the west participating. The picture "Iron Horse" has as its culminating scene the meeting of these two famous old engines, they being fitted and fired-up to add realism to the scene. Characterization is as perfect as it is humanly possible to make it.

The term "Iron Horse," as many would surmise, originated with an Indian chieftain, known as Sitting Bull, who was one of the most aggressive

leaders of the red revolt against the invasion of the West by the despised white man. With other leaders of the Sioux tribe he made frequent attempt to stop the progress of the Central Pacific railroad builders. His antipathy to the white man is to be found recorded in the autobiography of (Buffalo Bill), Col. William Cody, from which we quote as having been the words of Sitting Bull to Col. Cody as follows:

"The white man has taken most of our land. He has destroyed or driven away the game that was our meat. In 1868 he arranged to build through the Indian's land a road on which ran Iron Horses that ate wood and breathed fire and smoke. The Iron Horse brought from the East men and women and children who took the land from the Indians and drove out the game."

Arrangement have been made to exhibit the Collis P. Huntington during the entire run of the "Iron Horse" following which efforts are being made to place it on exhibition at Exposition Park for a short time.

### ACCIDENT REDUCTION AIDS

"The good record for reduction in accidents will be helped if Conductors will more carefully observe Rule 202 and know that steps are clear before giving proceed signals," points out F. L. Annable, General Superintendent.

He adds that motormen, more than ever, are following the instructions to prolong crossing whistles until the crossing is reached, or to repeat the signal or sound the gong. This undoubtedly has prevented many crossing accidents.

"All of us are fools, more or less, but some of us insist on proving it."

### SPRING CLASSES IN NIGHT STUDY NOW IN PROGRESS

Educational Advisor Earl W. Hill announces that with the opening of spring classes in the various institutes of learning in Southern California now is the opportune time for those desiring to enter classes to get started.

Several hundred employees have been placed in various educational institutions since his connection with the company and those in a quandary as to where to find the closest and best treatment of any study will find Mr. Hill to possess a fund of knowledge on the subject. From these inquiries Mr. Hill can also arrange with the Board of Education for the opening of new classes in studies possibly not being taught in all schools when such inquiries are sufficient in number to justify such action.

Mr. Fennimore's class in Railway Purchases and Stores continues to make good progress, the attendance at the weekly classes averaging forty members. Due to a revision of train schedules the class in Railway Purchases and Stores that formerly met in Torrance for one hour on Tuesday and Thursday afternoons, is now being held but once a week, meeting each Friday afternoon for two hours. Once a month a general meeting of all members of the department, including storekeepers from outside stores as well as the local store, is held in Los Angeles at the P. E. Club. This affords an excellent opportunity for discussion of matters where there have been doubts and differences of opinion and thus many such features have been eliminated.

The freight transportation class at the harbor is also progressing nicely with fifty or more students at each weekly class meet. Employees of industrial concerns in this district are also attending these classes and a better understanding of our mutual problems is resulting from this intimate contact. About twice monthly a recognized traffic expert is secured to address the class and their fund of knowledge is dispensed to the attending members.

In the various schools of this section classes are held two or more evenings each week and an assignment slip from the Educational Advisor of our club will give you preferential admission into these classes. Do not fail, if you are interested, to clip out the coupon below, and mail, through company mail to the Educational Advisor, Pacific Electric Club, 8th and Wall Sts., Los Angeles, or the coupon may be sent to same address by U. S. Mail.

Educational Division,  
P. E. Club,  
Los Angeles:

I am interested in taking up  
the study of.....  
Kindly advise time and loca-  
tion of nearest classes.

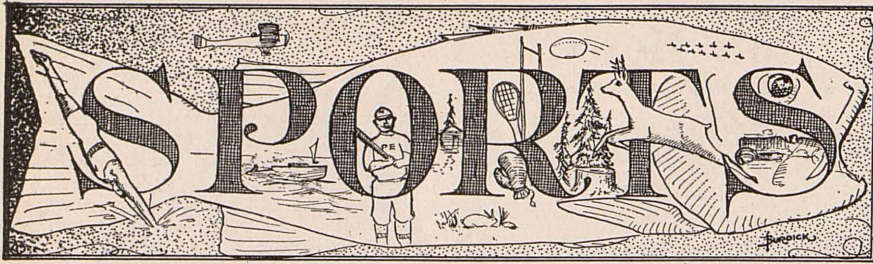
Name .....

Address .....

Present work .....

Phone .....

Department .....



## Rod and Gun Club Elect Officers

One Thousand Members by Close of Year Goal  
Set Upon Election of New Directorate

By L. R. SPAFFORD,  
P. E. Rod & Gun Club

THE election of officers was the principal business topic transacted at the monthly meeting of the Rod & Gun Club in the new quarters of the P. E. Club on East Eighth Street on the evening of February 8th. In the able hands of H. L. Wiggam will rest the destiny and accomplishment of the organization during the year 1925, he having been elected as President without serious competition. His enthusiasm, sincerity and general capabilities assure a sound and progressive year under his direction.

In fact, the entire personnel of the Club's new staff, elected or appointed, could scarcely be improved upon, each member having long been associated with the club, have been active in its behalf and are well acquainted with its problems. All are enthusiasts in the fields of sports in which the club participates and possess the spirit necessary for the success of any organization.

We extend congratulations and the wish that 1925 will prove the banner year in the history of the Club to the following selected officers:

H. L. Wiggam, President.  
E. H. Pierce, First Vice President.

K. Thompson, Second Vice President.

Chas. P. Hill, Recording Secretary.  
H. L. Young, Financial Secretary.  
A. B. McLeod, Treasurer.  
B. F. Manley, Exec. Committeeman.  
J. M. Geopfert, Exec. Committeeman.  
L. R. Spafford, Exec. Committeeman.

President Wiggam, upon his election, appointed the following officers: W. J. Hodge, Field Captain of the Shot-gun section, with K. L. Oefinger and E. R. Smith as assistants. J. W. May was chosen as Field Captain of the fishing section, with E. F. May as Assistant. Fred W. Nichols will act as Field Captain of the Rifle Section and the writer was chosen to the newly created position of Publicity Agent.

The report of retiring Financial Secretary was indeed a pleasant one, more than \$600 being available, which sum represents the largest nest-egg ever accumulated in the history of the Club. The recreation ground at Los Cerritos were largely responsible for this neat bank account, more than \$250 net being earned during the year from events held there. The well-kept books of

Secretary Goepfert indicated that he handled \$3,140 of the Club's funds during the year ending, every item of which was down to the last scratch.

To the retiring officers who served the Club so faithfully and well during the past year I am sure I voice the sentiment of the entire organization in expressing sincere appreciation for their splendid record of accomplishment. A very material increase in the club membership was attained, events were numerous and well executed, financial status at their retirement is excellent, and best of all, enthusiasm of members was never more keen.

The stage is all set for the best year in the history of our club and the new officers are of the calibre to make it our banner year. One thousand members at the close of the current year is our goal. We will more than reach it if we all bring into the fold only one new member.

### P. E. BOWLERS SETTING FAST PACE IN TOURNAMENT PLAY

The P. E. ball club is not the only athletic organization in our ranks in the limelight of sport achievement. Coming now to the front with a bang is the Pacific Electric bowling team entered in the Major League tournament now in course of play.

This league, be it known, is composed of the best bowlers in Southern California and to be one of the competitive teams is in itself recognition of considerable extent. Out of twelve teams entered, our club is now in fourth place, having risen from fifth position last week by defeating the competent Harold Lloyd five. The boys lost some close games early in the season, but have hit their stride and are hopeful of improving their standing before the tournament is concluded.

The club is under the leadership of Dispatcher Covell and is made up of the following five members: Chas. Peterson, Francis Brehme, A. L. Anstey, Wm. Clanin and Pete Neise.

The following are the individual scores made in game with the Harold Lloyd club on Tuesday evening, February 24th, which shows a team average of about 208 for the night's play, a figure which well indicates the merit of the P. E. club:

| Pacific Electric Club |     |     |     |       |
|-----------------------|-----|-----|-----|-------|
|                       | 1st | 2nd | 3rd | Total |
| Peterson .....        | 203 | 244 | 225 | 672   |
| Brehme .....          | 213 | 199 | 205 | 617   |
| Anstey .....          | 211 | 193 | 154 | 558   |
| Clainin .....         | 228 | 194 | 190 | 612   |
| Neise .....           | 237 | 210 | 209 | 656   |

| Harold Lloyd's |     |     |     |       |
|----------------|-----|-----|-----|-------|
|                | 1st | 2nd | 3rd | Total |
| Shay .....     | 187 | 214 | 194 | 595   |
| Bennett .....  | 220 | 194 | 205 | 619   |
| Mathison ..... | 213 | 179 | 205 | 597   |
| Hartley .....  | 222 | 216 | 224 | 662   |
| Gregg .....    | 189 | 235 | 216 | 640   |

Total pins...1092 1040 983 3115

Lily: "So yo' done mortgaged our li'l home?"  
Mose: "Jes, temp-rarily, honey, 'till de mortgage am fo'closed."—Ex.



Lady members of the Rod & Gun Club are becoming quite skilled and are making creditable scores in the shoots held at the Los Cerritos grounds. Those in the picture, left to right: Mrs. B. F. Manley, Mrs. L. B. Marsh, Miss Kehoe, Miss Helen Spafford and Mrs. L. R. Spafford.

## GOOD SCORES MADE AT LOS CERRITOS MONTHLY SHOOT

The opening gun of the 1925 season was fired at the Blue Rock shoot at the Los Cerritos grounds on February 22nd with some twenty odd members and a colorful array of visitors present and active. Among the visitors who honored us with their presence were Dr. and Mrs. Blosser of Bellflower, Mr. and Mrs. L. B. March, Miss Kehoe, Mr. and Mrs. Hays of Altadena, Messrs. Groat, Reece, Swafford, Sheets and Alyea.

Your humble publicity agent was the lucky hombre of the day, being high gun in the 100 target event, for which he was awarded a folding comb in a gold case. E. R. Smith was a close and persistent competitor, winning second place and a gold watch charm. Others took home hams and pound packages of coffee for their efforts.

A full squad of the gentle sex were in evidence, as was also a marked improvement in their handling of the trusty scatter gun, many of them showing decidedly better scores than previously recorded. Mrs. B. F. Manley particularly is doing nicely, registering 13 out of 25. Miss Helen Spafford made the high lady score for the day, 22x25 for which she took home a ham.

The following are the score for the day:

L. R. Spafford, 24-19-20-22-21-16.  
E. R. Smith, 18-18-18-22-14.  
W. J. Hodge, 15-19-22-18.  
A. B. McLeod, 15-14-14-14.  
H. Smith, 21-19-23.  
E. J. Hasenyager, 8-12-17.  
J. L. Cowley, 21-21.  
A. O. Williams, 16.  
Helen Spafford, 12-20-22.  
Mrs. L. R. Spafford, 19-17-14.  
Mrs. B. F. Manley, 13-9.

March 22nd has been set as the date for the next Blue Rock shoot at the Los Cerritos field.

## TRAINMEN TO BE EXAMINED EVERY ALTERNATE YEAR

The Medical Department has started work on re-examination of Trainmen. Heretofore this re-examination has been conducted every three years.

With the object of increasing the helpfulness of the Medical Department to employees, Dr. Weber, Chief Surgeon, has arranged to re-examine Trainmen every two years in the future.

This examination will be extended to cover urinalysis, if necessary, X-Ray work, etc., with the idea of detecting incipient physical troubles and giving corrective advice. Many business men make it a practice to have a thorough physical examination once or twice a year in order to be sure they are taking proper care of themselves.

The Medical Department is able to offer the same examination privilege to Trainmen and other employees who may desire it, every two years, with constructive, helpful suggestions for the betterment of the health of the individual.

"An optimist is a cross-eyed man who is thankful he isn't bowlegged."

## Motor Coach Musings

By FRANK FARNHAM  
Acting Manager

THE following random thoughts are written with the many trying things which occur in the daily life of the Motor Coach Operator especially in mind.

"It's easy enough to be pleasant  
When life goes along like a song,  
But the man worth while  
Is the man who can smile  
When everything goes dead wrong."

One of our local papers has for its motto, "The Public be Served," while ours might well be, "The Public be Served Courteously."

The goodwill of the public is one of the most valuable assets a transportation company can have and one which is very easy to lose. The broad minded man of today, whose business success depends upon good will, is giving more attention to the subject of Courtesy than ever before. This is due, primarily, to the fact that "Courtesy pays."

In our case not only does it pay our Company in money received from increased patronage of satisfied customers, but, to a greater extent, does it pay the man coming in direct contact with the public.

We all know some of our fellow employees of whom it is said in the slang of the day, "Nothing ever gets his goat" and we realize that this is said as a compliment. It means that here is one who has learned that, because some petty thing is not just to his liking, he will be better off if he retains his self-control and that he will only prolong an unpleasant situation by giving it attention.

A man does not deserve any great credit for being gentlemanly and polite when everybody is being courteous to him. He would be an awful grouch if he did not. The test comes in being able to meet trying situations in a manner that will enable one to keep his self-respect.

The day seems shorter, the work lighter, the job better and life more worth while when we get along without friction with the people with whom our duties bring us in contact, whether it be the passengers on our cars, the auto drivers on the right-of-way, or our fellow employees.

Just think for a moment what "friction" means. How it wears down and out. We cannot have friction without having two things rubbing each other the wrong way. When you experience "friction," you are one of the "things" doing the rubbing and if you let up on the pressure the other "thing" cannot accomplish much alone.

Friction is all a grindstone produces. Don't be a grindstone.

There is no place on our great system where the thoughts expressed above apply more than in the Motor Coach Service.

Here is a new service over routes recently established, with which the patrons have not become familiar, and with many new transfer points and fare limits. Many mistakes are being made both by coach operators and passengers. Many questions must be asked which should be courteously and accurately answered.

Here is a chance for the men who are really "salesmen of transportation," not merely chauffeurs, to show their ability. Upon you rests a large part of the responsibility for making this new form of transportation both popular and practical.

If you do not expect passengers to have to ask questions covering all the many points in your particular line of business, then you imply that anybody and everybody should know as much of such matters as you do yourself, which is certainly no compliment to you.

Modern transportation has become a highly technical business and you are engaged in the most modern phase of it. Bear this in mind and realize that you are one of the pioneers in a new vocation in which not only must you be thoroughly competent, but also a gentleman with whom it is a pleasure to come in contact.

## COMPARISON OF ACCIDENTS DURING JANUARY, 1924 AND 1925

|  | Northern Division<br>1925-1924 |      | Southern Division<br>1925-1924 |               | Western Division<br>1925-1924 |        | Motor Coaches<br>1925-1924 |          |
|--|--------------------------------|------|--------------------------------|---------------|-------------------------------|--------|----------------------------|----------|
| Collisions with vehicles.....                | 127                            | 140  | 102                            | 165           | 196                           | 269    | 42                         | 49       |
| Collisions and Interferences with cars ..... | 2                              | 2    | 8                              | 10            | 7                             | 12     |                            |          |
| Persons struck by cars.....                  | 5                              | 7    | 5                              | 7             | 9                             | 9      |                            |          |
| Derailments .....                            | 12                             | 14   | 16                             | 19            | 9                             | 5      |                            |          |
| On and off moving cars.....                  | 8                              | 18   | 11                             | 29            | 15                            | 53     |                            |          |
| Miscellaneous .....                          | 17                             | 27   | 54                             | 49            | 37                            | 39     | 4                          | 7        |
| Total .....                                  | 171                            | 208  | 196                            | 279           | 273                           | 387    | 46                         | 56       |
|  |                                | D-37 |                                | D-83<br>D-244 |                               | D-114  |                            | D-10     |
|  |                                |      | 1925                           | 1924          |                               |        |                            |          |
| Interferences with vehicles.....             |                                |      | 467                            | 623           |                               | 25.04% |                            | Decrease |
| Collisions and Interferences with cars....   |                                |      | 17                             | 24            |                               | 29.16% |                            | Decrease |
| Persons struck by cars.....                  |                                |      | 19                             | 23            |                               | 17.39% |                            | Decrease |
| Derailments .....                            |                                |      | 37                             | 38            |                               | 2.63%  |                            | Decrease |
| On and off moving cars.....                  |                                |      | 34                             | 100           |                               | 66. %  |                            | Decrease |
| Miscellaneous .....                          |                                |      | 112                            | 122           |                               | 8.19%  |                            | Decrease |
| Total .....                                  |                                |      | 686                            | 930           |                               | 26.23% |                            | Decrease |
|  |                                |      |                                | D-244         |                               |        |                            |          |

# 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. 9; No. 10 March 10, 1925

### Contributors to this issue

Geo. F. Squires.....Freight Traffic Dept.  
L. H. Appel.....Electrical Dept.  
C. K. Bowen.....Engineering Dept.  
Earl W. Hill.....Educational Advisor  
Dorothy E. Wysor.....Travelers Aid Society  
Willis M. Brooks.....Mechanical Dept.  
L. R. Spafford.....Transportation  
E. C. Brown.....Western Division  
P. H. Riordan.....Northern Division  
F. J. Oriva.....Southern Division  
Geo. Perry.....Accounting Dept.  
F. B. Hopkins.....Stores Dept.  
Daniel Sanchez.....Terminal Freight Dept.  
J. L. Telegdi.....Long Beach Terminal

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

**K** NOW your railway, its problems and accomplishments!

An employee who speaks well of, and passes out authentic information concerning the activities of his company is the best advertising medium a firm can possess. The talk of a sincere and loyal employee makes a deep impression and commands respect. Conversely, a talking misinformed employee, however, well intent, is likely to create very harmful impressions.

Through the columns of the magazine an earnest effort is being made to keep employees informed of current matters of interest to the corporate family. Contributed articles are especially informative, the official or contributor in all cases being a person qualified to discuss the subject covered. One of the best ways of keeping informed concerning your railway's activities will be found by carefully reading each issue of your own magazine.

Next to our home ties, our work or job should be the biggest thing in our lives and whenever the opportunity offers we should not fail to correct an erroneous impression, or to present accurate information to our patrons, neighbors, and casual acquaintance.

Know your railway, and speak well of it, if for no other reason than in so doing you command the respect of those with whom you come in contact.

### \$51,000 FOR WEEDS!

**W** HO ever heard of anyone paying so much money for such a useless thing? That large sum represents the approximate annual weed bill of this railway.

Reference is frequently made in the east and north that freedom from

## Cover Picture

**T** HE picture on our cover this month shows the sturdy viaduct which spans Alhambra Road, (Valley Boulevard) on our line to Pasadena and other points to the north. The Southern Pacific Company's lines to the east and south also pass under this structure. The all-steel equipment is the new 1100 class cars, thirty-six of which are used in the Pasadena service; Monrovia is also served with this high class equipment.

The viaduct shown is 210 feet in length and although dating back almost twenty years, having been built in 1906, the sturdiness of its supporting members will withstand the vigors of heavy traffic long after most of us have passed beyond.

severe winter weather should make operating a railway in Southern California much less than where heavy winter snows are encountered. Heavy and rapid vegetation growth in this district is not taken in account; nevertheless it is quite as much a menace and costs about the same to remove as does snow in colder climes.

Weeds cost real money after all, and the next time you ride over the line and see the big weed burner smoking things up make a few mental calculations and visualize how many fares are involved in our annual \$51,000 weed removal appropriation.

**E** VERY month we give to the readers of the Magazine all the news of the systems that comes to our notice and throughout the month the editor is busy gathering together the items and articles he feels will be of interest to employees.

Since the Magazine made its first appearance there has been a number of our fellows who have never failed in their assistance in producing the publication, but we know that the publication could be made of much more interest were others to give of their time—just a little—and advise of matters of interest coming under their observation.

This system covers over eleven hundred miles of track; its employees number 6,500; its activities are spread over four counties and it is beyond the ability of any one man to see all that is going on in this vast territory.

It would help materially if more of our employees would take an interest in their publication by sending in items of news; descriptions of real matters of interest to them and their fellows and thereby make the Magazine a real information clearing house for the benefit of all the "family."

Rancher in Wyoming slipped and fell into a spring and was drowned. Coroner's jury is still trying to determine whether he died in the spring or in the fall.—Ex.

## P. E. MASONIC CLUB NOTES

Next regular meeting at the Pacific Electric Club, Tuesday evening March 10.

The program is in charge of H. E. Miller, Chief Dispatcher. Rex B. Goodcell, U. S. Collector of Internal Revenue, will be the principal speaker.

The Pacific Electric Club & Team assisted in conferring the Third Degree upon N. E. Rich of the Engineering Department at Eagle Rock Lodge on February 25.

A record crowd visited Henry S. Orme Lodge Thursday evening, March 5 and witnessed the Second Degree conferred by the Pacific Electric Team, upon our old friend Frank Mulks now Office Manager, Executive Department of the Southern Pacific Company.

### James A. Donahue Passes

A familiar and highly esteemed member of the Pacific Electric "family," James A. Donahue, passed to the life beyond on February 15th. His untimely passing was due to acute indigestion following a brief illness.

Mr. Donahue had been connected with the Transportation Department since 1910 and for a number of years past had been a guard stationed at the front entrance of the Main Street Station, where he rendered able service in protection of passengers and pedestrians inclined to take undue liberties in running after and disregarding trains entering and leaving the station. Others will recall him as the unconquerable entry in the sack race at our many past annual picnics.

A man of fine character and principles, a true friend and loyal employee was Mr. Donahue.

### Lay of the Socialist

When capitalism's been shattered  
And smashed to the very last root,  
When all of the banks have been plundered

And everyone's shared in the loot,  
We shall pause—though a trifle belated—

And say, with a sad, hungry sob:  
"We've done with the old rotten system—  
Now I wonder who'll give us a job?"

And those who were slobs shall be bosses,

They shall sit in the master's chair,  
Although they'll have nothing for breakfast

And nothing whatever to wear;  
They will wander at will through the mansions

Where tyrants once thronged in the hall.

They will ring to have dinner at seven  
But no one will answer their call.

And only the people will suffer,  
And only the people will weep,  
And no one shall work for money,  
And no one shall sow or reap;

But each in his corner shall shiver and think how much better they fare  
With the system of all-having-nothing  
Than of some-having-more-than-their-share.—After Kipling.

## COMMITTEE OF AGENTS TO EDIT MAGAZINE PAGE

A real, live page in the Magazine for Agents is certain to develop with the appointment last month of three go-getters by Paul Mann, Chairman of the Agents' Association.

Those selected were: J. L. Smith, Agent at Azusa, (Northern Division); H. C. Bedwell, Agent at Whittier, (Southern Division) and E. A. Riley, Agent at Hollywood, (Western Division).

Under the arrangement discussed at a recent meeting of the Agents' Association these members are to supply the Magazine each month with current items of interest occurring in their city and throughout their division. Other Agents are expected to aid them in preparing material from time to time.

The important work carried on by Agents has had very little space in past issues of the Magazine and a page, or more if necessary, in which their various activities are recounted will prove both interesting and instructive.

## BLOCK SIGNAL COMPLETION

Automatic Block Signals between San Pedro station and East yard were placed in operation March 5th, 1925, thus completing the automatic blocking of the San Pedro via Wilmington line from San Pedro to Dominguez Jct.

## Efficiency and Safety Features of Mill

By WILLIS M. BROOKS,  
Mechanical Department

**V**IEWING the accompanying picture of the wood mill, at our Torrance shops, we cannot help but compare its spacious, well lighted, ventilated area with the "mill of yesterday."

Let your mind wander back to the old mill and memory conjures the picture of a large, dark area; the air filled with fine particles of drifting wood dust. Sills, ledges and small projections everywhere are piled with little heaps of sawdust. Overhead a jumble of jack shafts, pulleys and snapping belts, reaching down to the machines which are placed here and there, most convenient to the line shafts. Over all, beating down upon the brain, dazing the senses, the unearthly screech and howl of the saws and planes as their steel bites into the wood.

How very different in "today's mill" at our Torrance Shops.

The windows are large and clean and allow an abundance of well distributed light at each machine. There is no accumulation of sawdust and shavings, for each machine is provided with an exhaust pipe that sucks up the debris as it leaves the blades and carries it to the boiler room, there to be burned and help run the big air compressors. Machines are arranged for the greatest operating efficiency.

Accidents, so distressingly frequent in the "old mill," are now extremely rare. Each machine is protected by an iron railing and grille and all moving parts enclosed in heavy wire mesh.

There is no overhead shafting as all motive power is below the floor in the basement. The belts running up through the floor are enclosed in metal to protect the workmen. Most machines have individual power plants. The ceiling is high and allows ample air circulation.

At one end, in a little room, is the office of the mill foreman, Mr. Carl Elmquist. Mr. Elmquist entered the service in 1903 as a millman. He has seen and appreciates the many changes from the old days to modern efficiency.

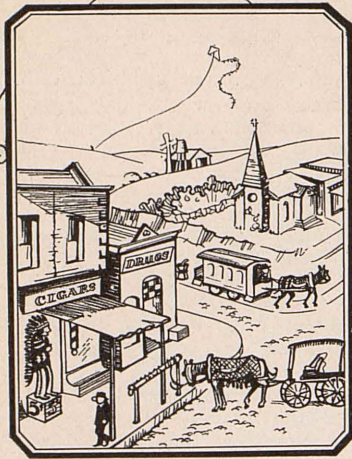
Immediately adjacent to the mill, the Store Department has its lumber yard. The more expensive lumber and kiln dried timbers are housed in a brick building. The cheaper grades piled close by. A Store-room attendant is always on hand during working hours, so no delays are encountered in getting the necessary mill material.

Wood members in our cars have each a blueprint design and pattern number. Any particular piece, when required, is referred to the mill by pattern number and is soon forth coming. No "carpentering" is necessary for these members. They fit.

We are proud of our Torrance shops, the most modern and complete railroad shops in the United States and especially are we proud of our "mill."



Wood mill at the Torrance shops. Note that there is no overhead shafting; each machine has its individual driving unit; danger points are screened and otherwise protected. This shop ranks with any in the United States in the matter of facilities and safety.



# YESTERDAY in the Light of TODAY Dancing

By CHARLES K. BOWEN



IT WAS my pleasure recently, to occupy a ring-side seat at an informal dance given to celebrate the completion of the Woman's Club House in my home town. At the start it gave promise of differing but little from what one would expect of the time and the place. The usual covey of pin-feathered performers played the usual nerve shattering noises that pass for modern dance music, in the usual way and upon the usual assortment of wind-blown instruments, and all was quite as it should be.

Then, along about ten o'clock, when I faced the hideous truth that I had yawned twice hiddenly, and once openly, right in the scandalized face of Madame Chairman; when I was, in fact, right in the act of whispering to Cla'a Maud that if she didn't find some excuse for carting me off home, and to bed, she'd probably find me sinking contentedly to slumber on the softly inviting shoulder of the motherly matron on my right; just, I repeat, at that critical period of my life, Mrs. Graham appeared on the dancing floor and saved me from the wrath to come.

## Glimpse Into Past

Mrs. Graham begged to announce that the next number would be an old-fashioned waltz; that prizes would be awarded the old-fashioned couple most proficient in that old-fashioned style of dance, and that it, in turn, would be followed by an old-fashioned quadrille which, once again, would be succeeded by a Virginia Reel—like-wise, presumably, of the old-fashioned variety, though the lady did not so stigmatize it.

She further said that all the older folks were urged to step out and step; and I fancied she looked at me especially. Of course that left me no recourse but to settle myself firmly in my chair and to smile pityingly at such elderly souls as, with creaking joints and senilely simulated agility, scampered kittenishly out on the floor and lined up for the opening gun.

I'll confess that my resolution to sit on the sidelines and sneer, openly, at the efforts of the "older folks" to show these sappers and flappers how it was done back in '95, began to waver when

the first haunting strains of "Over the Waves" came softly pulsing from the brazen throats of saxophones that only a moment since had been blaring forth the gin-maddened dis-chords of "Them Alcoholic Blues." But I recalled that provocative glance which Mrs. Graham had transmitted with her challenge to the soon-to-be-candidates for the Old Folks Home: stiffened my courage with muttering "old-fashioned dances for old-fashioned folks;" grabbed hold of my chair and prepared to have a miserably good time sneering my nose off at those shameless old wrecks of a dead and gone era taking a nose dive—*to say nothing of an occasional tail-spin—into the past.*

## Memories

But it was a miserable failure—my sneering, I mean. For one thing, my nose isn't one that readily lends itself to a successful sneer, it being one of these inadequate proboscides—and I'm giving myself all the best of it when I put it that way. And for another thing, how can you sneer at the portly Mr. Thurlow and his equally portly wife as they dip and glide to the softly measured cadences of a dreamy waltz, when it brings in its train half forgotten memories of the happiest hours of your life? Hours when, with an arm that trembled at its own temerity, you pressed Cla'a Maud's slender form to your wildly beating heart and with her, waltzed off in a rosy haze in 'o a shining world that was peopled with just you two!

Gone was the polished hardwood floor, the brilliant lights from expensive chandeliers, the jazz orchestra with its sleek-haired tuxedo-clad sheiks; and in their places were the splintery pine floor of a farm house "front" room lighted by a splendid parlor oil lamp with a huge hand-painted bowl, supplemented by two kerosene lamps of lesser magnificence borrowed from other rooms which, on this gala night, must needs be content with candles. The orchestra was old Dad Hyland and his battered fiddle, both rar' in to go.

Since these affairs, about which I now write, were few and far between, they always got going early—about

the time it was good and dark, which would be not later than five o'clock in winter, when most of our dances were pulled off. And because of their rarity and the desire of the participants to extract the last minute of pleasure possible, they were frequently prolonged till the rising sun made the oil lamps superfluous.

There were no printed dance programs, of course; neither was the order of the dances reduced to the monotonous one now in vogue, which calls for Fox-trot, One-step; Fox-trot, One-step, with an occasional waltz thrown in; I should say not!

## The "Orchestra"

Then, in all likelihood, when the orchestra had spent a half hour tuning up his fiddle till even his critical ear could detect no further fault worthy of correction, he would bawl out, "Well, folks what'll it be?" and always would come the answering chorus "Quadrille!" and Mike Twohy, self-constituted official "Caller," would grab the prettiest girl in the room, sound his warning tocsin "Git y'pahdners f'r a Cow-drill;" Dad Hyland would draw his bow across the strings in the first wailing strains of "Turkey-in-the Straw," or maybe it would be the Cat-in-the-Shaving Box," or the "Arkansaw Traveller," and the ball would be officially on.

I can feel the shivery little thrills race up and down my spine now, just as they did when I took my place with Mabel Gorland for a partner and followed Mike's booming voiced directions.

"Balance all!" howled Mike, "Right hand to y'pahdner n' gran' right n' left—First couple lead off to th' right; Swing! Lady in center and three hands 'round. Lady swing out n' gent swing in, n' three hands 'round n' get goin' agin." About at this point some of Mike's enthusiasm would be transmitted to certain other swains; first affecting those who'd thoughtfully absorbed a hooker or two of Old Crow against the time when their natural bashfulness should need a spur to urge them on to the point of asking the lady of their heart's desire for the first dance.

This budding ebullition would first



manifest itself by an increasing tendency to smile broadly at nothing in particular; this in turn would be followed by an uneasy and wholly involuntary shuffling of the feet, which would gradually resolve itself into a movement of the whole body, till finally all would be swaying and jiggling and shuffling alike, and all with a whole-hearted enthusiasm good to behold.

Meanwhile the caller would be calling off more and more intricate figures as he warmed to his work; "All join hands n' circle left," he'd yelp, "Alemand all, ladies in the center n' gents outside, join hands; ladies circle right n' gents circle left; grab the gal on y'r right n' all swing, Dinah had a wooden leg, so did Sal; shake that wooden leg, Dinah gal!"

Usually a quadrille was, as to time, limited only by the ability of the caller to introduce new figures, regular or improvised; not infrequently it became a question of endurance between the orchestra and the dancers, and some times one would win out and some times the other.

#### Refreshments Refresh

However, a trip by the ladies to the lemonade bucket—precursor of the punch bowl of later vintage—would revivify them for the next dance, and most of the boys would slip outside between acts for a draught of fresh air, and return as fresh as before—fresher, in some cases. Indeed, it was nothing unusual to hear the echo of a resounding slap from somewhere out in the friendly darkness of the back porch—after Harvey Riggins had taken his tenth draught of fresh air—and to see Lizzie Gorland streak into the house, rubbing her rosy cheek and muttering something about a "fresh mug" that bore no reference to her desire for another beaker of lemonade.

Say the next dance would be a waltz, tho' they weren't as universally popular as a "square-dance" (which was the real name of a "quadrille") for the reason fewer were familiar with the steps of this more intricate dance. Even at that remote period of the world's history there were different ways of dancing the waltz—to say nothing of different ways of holding one's partner.

For instance, Harvey Riggins, who, at that time, was my idea of the best that Beau Brummel, Lord Chesterfield and that other young champion of the people who preceded Hiram Johnson out of the West, Lochinvar, stood for—and they stood for a heap—. Well, as I was saying, Harvey Riggins had the other swains over the ropes and calling for help even before he'd ever led the damsel of his choice out on the corn-meal-sprinkled floor.

He would wait till the the first notes of "Shamus O'Brien" came protestingly from the tortured soul of Dad's Stradivarius. Then with never a glance at poor Lizzie's still too rosy cheek, he would thrust both hands deep into his coat pockets, stroll nonchalantly across the floor, with just the right suggestion of well-bred swag-

ger, dragging his feet with the bored insouciance of the man about town; crook his elbow at Delia Dorcett and lead her out on the floor.

#### Early Day Shieks

With a touch of chivalry that won him all feminine hearts, he would next draw a shining white silk handkerchief from his pocket and drape it around his right hand as a guarantee against soiling the lady's snowy waist, clasp her with just the proper degree of closeness to insure safe conveyance, hold her right hand in his left, with arms extended exactly at right angles with their bodies, and undulate out on the floor.

Always at midnight a dainty collation would be served. This would consist of sandwiches—made of half-inch thick slices of home-made "light-bread" with a slice of ham tucked in between, and such a liberal coating of mustard that it oozed out and ran down the corners of your mouth at the very first bite—washed down by steaming cups of half n' half (half coffee and half chicory.)



Also there would be pickles, both sour and sweet, water melon rind preserves, doughnuts, and never less than fifty-seven different varieties of cakes. Gold Cake and Silver Cake; Angel Cake and Devil Cake; Seven-layer Cake exuding goodness and crushed pineapple at every pore, and a one-story cake whose roof drained to a center sump—mute but convincing evidence that somebody had trod too heavily across the kitchen floor while that particular cake was still in the oven.

If anyone left that groaning and overloaded board without a groaning and overloaded stomach, it was his or her own fault and certainly due to no lack of hospitality on the part of the hostess. "For goodness sakes, Miz Dorsett, do have another helpin' of this bannerman cream cake, twouldn't hurt a nangel in heaven." "Lemme fill y'cup up again Gran'pa, first thing y'know you'll be noddin' and the night ain't half gone yet." "Now Sally, you just lemme take'n put that young un to bed and yet set down'n stuff y'se'f—you must be all wore out

trying to dance with that heavy kid."

Followed more quadrilles, waltzes, Virginia Reels, Polkas, Schottisches and Mazurkas for the enjoyment and active participation of everyone there assembled; and interspersed at intervals in between would be no end of Buck and Wing dancing by certain highly gifted specialists; Irish jigs to the intoxicating melody of the "Irish Washerwoman," and a Sailors' Hornpipe danced by a deep water sailor who'd once sailed as a chaperone to a herd of cows on a ship from Galveston to Tampico. Also, along about three o'clock, the Old Crow that Lem Dorcett had taken aboard would demand to be heard in song, and thereupon Lem would upraise his voice in a wierd vocalism that sought to describe the historic meeting between the Yankee and the Nestor from the land of the Ozarks, the same coming down to posterity under the title of the "Arkansaw Traveller."

#### Poor Nellie

The thunderous applause which greeted the singer's effort would move Charlie Ganset to attempt a duplication of Lem's success and he would modestly offer to favor the company with "Little Nell of Narragansett Bay." This was a particularly mournful affair that dealt with the adventures of a youthful damsel of sea-faring tendencies, who climbed into a skiff, pushed boldly out on the raging waters of Narragansett Bay (she'd been listening, probably, to WEAF broadcasting the bed time story of the Owl and the Pussy-Cat) and was heard from nevermore. The chorus was calculated to wring your heart and at its conclusion I have seen even old man Gantz crying into his tenth glass. I quote it for the benefit of any present-day maidens who might be considering a similar cruise on the raging waters of Hollenbeck Lake. It went, "Toll, toll the bell, at early dawn of day, for lovely Nell, so quick to pass away,

Toll, toll the bell, so sad and mournfully, for bright eyed laughing little Nell of Narragansett Bay."

Any one reading the above will readily concede that they didn't treat our Nellie right.

Well—as Kipling says, "That's all shove be'ind me, long ago an' fur away and there ain't no busses running from the Bank to Mandalay." Long ago, old Dad Hyland—like old "Resin-the-Bow"—passed over into that Promised Land where good quarters are waiting for such as he, and, by heck, if they know real music up There, Dad is playing his fiddle in the Celestial Choir!

Later, in my freshman year, I noticed that they'd stopped calling 'em dances and balls; they became "Hops." And it was about then that the "two-step" crowded out all other dances save the Waltz; and those two held undisputed sway for a long time.

The Smart-Set next caught up and eagerly embraced that grotesque, semi-barbaric and wholly savage convulsion known as the "Cake-walk." It was danced—no, however you did it, you didn't dance it—it was jerked and

writhed and wriggled to the tune of the "Georgia Campmeeting," "Just Because She Made Dem Goo-gooeyes" and similar musical eccentricities that are responsible for their illegitimate offspring of "Rag-time" and Jazz."

Followed a regular Saturnalia of dances which, however questionable as to their nature, were wholly unquestionable as to their origin. All had their birth among the lower strata of society from the dance halls of Cairo to the Barbary Coast resorts of San Francisco. The "Bunny Hug," the "Grizzly Bear," the "Texas Tommie" were the names of some of the more familiar. To the eternal credit of the great mass of our people I will say that they were never universally popular, and were never danced in the home.

### How They Do It

The worst that can be said for the dances now in vogue is that they are stiff, ungraceful and ugly; the best you can say is that they are an improvement upon those that immediately preceded them. A song now much in favor with a certain type of raucous radio shouter says "You don't hafta sing it, just doodle de-do-it," which about describes the modern dance.

Take any male biped who can walk frontwards, cement him from knee to noodle to a girl who can walk backwards, wind 'em up and set 'em going to the entrancing strains of "Charlie, My Boy" and they'll walk round and round till the music stops. This is a signal for them to disentangle themselves, one from the other, clap their hands mechanically till the orchestra re-starts blowing again, whereupon they'll fuse together once more, and re-commence their weary, and self-imposed task of walking round and round some more.

These dances are known by certain elegant and descriptive names; among which may be mentioned The Turkey-trot, the Flea Hop, the Camel-hump, the Chicago; Walkin' the Dog; the White-mule Stagers, etc. To the innocent and casual on-looker, there is that same radical difference between each of these dances that makes it so easy for an Occidental to differentiate as between Ah Sin, Sam Wong, Ah Gee, Hop Sing and Ah Fooie. Certainly the music—if it be music—is all the same.

Yes, and I'll be darned if the dancers, themselves, don't look like a standard issue. The fellows all wear loose pants and the girls tight skirts; the former wear their hair long, especially in front of their ears, and the latter wear their hair short, especially back of their ears, and need a neck shave.

And without exception, they all chew gum. Why, I ask you, why under the high canopy of heaven, isn't it possible for a boy and a girl to trip the light fantastic without chewing fiercely upon a wad of gum? I pause for a reply, and hearing none, I answer my own query. For the same reason that a rabbit wobbles his nose.

### Spearmint Specialists

Many a time and oft have I watched

## P. E. Magazine Camera Club Is Organized

**A**TENTION amateur photographers!

Among the many employees of this Company are quite a few who in their journeys about Southern California manipulate a camera with considerable skill. As an aid to the Magazine and to encourage employees to their best efforts in picture taking it has been decided to organize a P. E. Magazine Camera Club.

It is not going to be difficult to join our club. To enroll as a member simply send to the Editor a negative and one print of your best effort, with a brief description of the subject, your name and address. The negative and print will later be returned in good condition.

Each month three prizes will be awarded for the best pictures received—1st prize \$5.00; 2nd \$3.00 and 3rd \$2.00, the judging to be done by a committee of three disinterested employees.

Pictures must be of Southern California scenery, located at any points within the seven Southern counties of the State. Preference, however, will be given to pictures taken along the line of, or near a line of the Pacific Electric. They may be pictures of beauty spots within or outside of cities. Prints should be finished in black or white.

in fascinated horror as Freddy Freeland ankled by with Ansonia Abercrombie, doodle-de doing that daintly delightful dance known, I believe, technically as the Angletworm Antic, the while he, with his jaws in dangerous proximity to the lobe of her dainty ear—and she, with hers smuggled cozily against has Adam's apple—chewed their Spearmint with a rapid-fire motion that made one shudder to contemplate the act of involuntary mayhem which must inevitably result should either slip on the polished floor.

Lest certain of those who read the above admittedly weak diatribe against the modern dance, conclude therefrom the writer is against all dances, perse, let him hasten to say that such is not the case. Switching from the third to the first person, let me say that I have danced all my life; at least, I called it dancing, though, occasionally, certain peevish partners appeared to entertain doubts on the subject; also I've paid out many a hard-earned dollar to have my progeny's young tootsies properly educated. Such education starting, as a matter of fact, some years before the public school began to educate the opposite end of her; so it cannot be truthfully said that I am opposed to the dance.

Neither am I one of a class who sees in the dance—even the modern dance—an evil agency for the break-

ing down of the moral fibre of those who worship at the shrine of St. Vitus.

I have, me, myself, personally, on my way home from Sunday School, with my moral nature properly uplifted and inspired from hearing a black-clad superintendent droning out the whole "be-gat" chapter in the Scriptures—you know, the one which tells how Aram begat Anrinadab; and Anrinadab begat Naasson; and Naasson begat Salmon; and Salmon begat Booz of Rachab; and Booz begat Obed, etc. I say, after all that spiritual re-inforcement, I have deliberately sneaked over a rail fence, swiped a Georgia rattle-snake water-melon and ate into its glowing heart till I was dripping with its sinful juice, but I never stole anything more tangible than a kiss at a dance.

I have seen Bill Hiatt exact sanguinary retribution upon Johnnie Lang because the latter walked home from church with Bill's Steady Company, but I never recall a similar event because Johnnie had danced too often with the same damsel at the Saturday night hop at the I. O. O. F. hall.

I have even been a shocked witness to Mrs. Judge Truett making snoots at the minister's pretty little wife at the annual Sunday School picnic of the Sycamore Creek Methodist-Episcopal Church, South; but never do I recall any thing but the friendliest of glances passing between such motherly souls as honored our dances with their presence.

No Sir, I am for the dance, strong. I have thrilled to the happy-go-lucky shuffling dances of the nigger steamboat hands on the levee at New Orleans; and to the savage, sullen tribal dances of the Yaquis in San Jose de Guaymas; and if the young folks of this day prefer a melange of the two widely different types I've just named, with an admixture of other wierd convolutions borrowed from the dances of other wild peoples, lettem go to it say I. Lord help a nation whose people have forgotten how to dance!

But, Good-goshness Miss Agnes, why can't a dance be graceful?

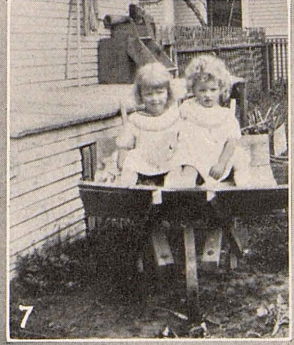
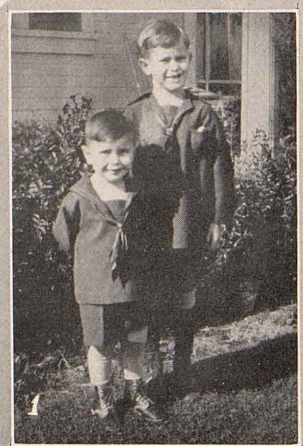
We are told that Terpsichore, Goddess of the dance, was the daughter of Jupiter, God of the Weather, and his wife Mnemosyne (that's a hot one, you don't hafta pronounce it, just doodle-de-do it) Goddess of Memory.

Wouldn't you think that, keeping in mind Terp's lofty genealogy, your kid and mine would be afraid to get out on the floor and shimmie, lest Jupiter send forth a blast from his mighty lungs, and blow 'em into the middle of next week, and that ever afterwards. Mn-etc. would haunt 'em with regretful memories of their sinful dereliction? I say wouldn't you think that? If you do, you've gottim all wrong, brother and sister, all wrong.

Here comes my contribution to posterity now, less see what she says:

"Come on, Dad, dance this one with me, it's the Kangaroo Kick." "But Honey, you know Daddy can't dance these new dances"—"Y'can this'n Daddy, Y'don't hafta dance it, just doodle-de-do it."

# JUNIOR MEMBERS *of the* PACIFIC ELECTRIC FAMILY



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

Those appearing in the group above are:

1. Robert Orr, 6 yrs., and Jerry Orr, 3 yrs., sons of Geo. Orr., Los Angeles Freight Terminal.
2. Mildred Scaggs, daughter of R. C. Scaggs, Motorman, Northern Division.
3. Ruth and Helen Boskowitz, daughters of W. D. Boskowitz, Checker, Los Angeles Freight Terminal.
4. Loraine Bowers, daughter of Carl Bowers, Ass't. Trainmaster, Long Beach.
5. Vera May Hanlin, 4½ yrs., daughter of Earl J. Hanlin, Conductor Western Division.
6. Jimmie Wyrick, 2 yrs. 8 mos., son of Ivan M. Wyrick, Freight Dept. Western Division.
7. Ruby Mea and Doris Mea Sievers, daughters of Edgar C. Sievers, Conductor Southern Division.

# DEPARTMENTAL NOTES

## STORES DEPARTMENT NOTES By F. B. Hopkins

Store facilities have recently been provided at Sixth and Los Angeles Streets, Los Angeles, in the way of store room and necessary bulkheads to take care of materials stored at that point for use in repairs to cars. This store also serves as a central distributing point in supplying emergency materials to various motor coach lines in operation over the system. Emergency deliveries from local concerns are made here and picked up by our truck making daily trips from Torrance to Los Angeles.

A new gasoline tank has recently been installed at Sherman, which will enable auto busses to secure gasoline more conveniently and affords additional storage facility for the Stores Dept. This results in a saving on purchases of gasoline, due to the fact that it may now be purchased in larger quantities.

Following adjournment of the Stores class on Friday, February 20th, those travelling from the P. E. Shops to the Torrance Station were afforded somewhat of a thrill and a rather unique experience when an aeroplane which had been forced down in the vicinity of the P. E. Shops while being transferred to a field nearby, became stalled on the P. E. tracks. A corps of volunteers from passengers in the car was lead in a victorious charge by Capt. Dillon and in less time than it takes to tell it, the tracks were cleared and the car allowed to pass on its way to town. This is the first time in its history that the "Jigger's" right of way has been disputed.

Several recent transfers have been noted among the personnel of the Stores Dept. George Jolley has been appointed assistant to Charles Stock, Track Material Store-keeper, Ben Stone, assistant to Sectional Store-keeper, Frank Winterberg, and Frederick Shaw as a new member of the department.

Miss Nancy Johnson, stenographer in the Stores Accounting Bureau, has been transferred to the office of the Purchasing Agent at 6th and Main Sts, Los Angeles. Miss Ruth Batsch is Miss Johnson's successor.

Floyd Gill of the General Store-keeper's office, formerly Storekeeper at Macy Street, has now become a resident of Torrance, having purchased through the P. E. Land Co., a home at 1628 Amapola Ave.

R. S. Miner of the Stores-Shop Delivery force is on the sick list.

John Mortensen of the Stores-Shop Delivery force has severed his connection with the company.

It had always been presumed that they were mutual friends and their

relations have been such as to justify this belief but there was every appearance that there had been more than an ordinary argument, when they arrived at the office the other morning—the one with his arm in a sling and the other with his right eye heavily bandaged.

However, upon inquiry it was found that our suspicions had been aroused all for naught, as Floyd Gill was nursing an abscess in his eye and Fred Dilthey was suffering from an attack of inflammatory rheumatism.

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

Trainmen who have visited the new club quarters on East 8th Street like it very much. Pay a visit.

A baby girl was the recent arrival at the home of Motorman J. H. Arnold in Van Nuys, which make two in the Arnold family.

Employees of the Western Division who wish to exhibit pictures of their children in the Magazine should send them to the writer. They will be carefully taken care of and returned after using.

Conductor E. T. Marvin, as expected, decided to stay on run 111 notwithstanding that 31 was his for the bidding.

Our P. E. ball team is making a good record among semi-pro ranks and employees who are ball fans should look them over and give them their moral support.

Wednesday, March 18th is the date of the next Trainmen's get-together meeting at Sherman.

## FREIGHT WAREHOUSE ITEMS

By Dan Sanchez

A sad loss in our ranks was recorded last month with the accidental death of Frank Karabel, Trucker, who was killed by an unknown party driving an automobile. His body was found beside the road with injuries indicating almost instantaneous death. Frank had many friends among his fellow workers and was esteemed highly by all who knew him.

Samuel Tellechea, Checker, spent his vacation wielding a paint brush on his home. Says he "saved the surface" and some money also.

The recent separation and re-arrangement of the yard and transfer office has worked a big improvement, proving more convenient for all concerned.

Cyril McCance is now a full-fledged stevedor. He recently experienced the saddest of life's misfortunes, the loss of his mother.

## LONG BEACH TERMINAL NOTES

By J. L. Telegdi

Famous Last Words: Aw, we can make the meet point, the inbound is always late on this trip!

The strychnine struddle goes to the bozo who calls out: "Come on, step lively lady, this is our lunch trip."

Jack Mulligan is back with us holding the trolley on a sport model 1600.

It is reported that Motorman H. R. Potter scored a K.O. on an unidentified person who dared to ask him is Motorman A. Potter was his brother.

Classified Ad: Wanted to buy, rent or borrow baby buggy suitable for little girl. Address Conductor Billy Bisson.

Our border lines have a peculiar attraction for vacationists this year. Witness Freight Engineer Jim Smead near the Canadian border, and Joe, the switch wizard's visit to Mexicali.

The recent re-examinations of Trainmen was not so very strict after all, as we see several of the boys suffering from mental pudingocustarditis are still in the service.

Cuss-word puzzle: I wonder when my mother-in-law will visit us again.

## ACCOUNTING DEPT. NOTES

By George Perry

That our Spokesman was properly tuned in with his loud speaker was clearly shown a few days ago when Miss Floraine Kuck of the Stenographic Bureau appeared with a new diamond announcing her engagement to a very fortunate young man, one Geo. Perry of the Road & Equipment Bureau. Co-workers were busy offering their congratulations to the happy pair the rest of the day, but G. P. beat 'em to it; he's been congratulating himself for weeks.

Miss Templeton, head of the Conductors Accounts Bureau, has been ill for a week. We have missed her very much in this short absence and sincerely hope she has returned by the time this goes to press.

In the last issue of the magazine we stated that Miss Anna Strom of the Disbursements Bureau would be married "soon," which was a good guess as she took the fatal step on the 18th day of February. Her new card reads "Mrs. Walter G. Monroe." We wish her a world of happiness.

Illness has confined Mrs. Symington of the Stenographic Bureau to her home for a number of weeks. We trust that she is improving and hope she will soon be with us again.

Messrs. Nette and Westlake, Southern Pacific Accountants, are back with us again, after visiting and examining the accounts of other affiliated

companies of the Southern Pacific Company on the Pacific Coast.

A new statistical clerk has joined the forces of the Disbursements Accounts Bureau, i.e., L. B. McNeely, to whom we say welcome.

The Freight Accounts Bureau has had a slight change in personnel, Mr. "Nat" Cohen, having left the service shortly after his marriage to the sister of Robert Peterman, of this Bureau. His duties were taken over by J. W. Meeker.

The office mail is now being "toted" around by our new office boy, Oliver (Red) Radford, who's smiling face we first noticed on Feb. 4th, for one could hardly help but notice his face as it is topped by a plentiful supply of auburn hair.

Two of the comptometer operators, Miss Doll and Miss Nielson, who were moved to room 266 when the change was made will return to this office to compile mechanical labor and material distribution under a new system, effective March 1, 1925, under the able supervision of Herman Grenke, Special Accountant.

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

Our sympathy is extended to Conductor F. Wales and Motorcoach Operator Devine; they each having lost their father.

Dr. Stork recently paid a visit to the home of Motorman J. H. Baxter leaving a baby girl.

Conductor "Tiny" Wells is back on the job after a visit to Chicago. Says that it was warm one day in the Windy City while he was there; on that day the temperature climbed to zero.

Motorcoach Operator Hurburt has been granted an extended leave of absence to make a visit to his home across "the pond." When he returns he will be accompanied by Mrs. Hurbert.

Travel to Mt. Lowe has picked up considerably in recent weeks. With improvements, aggregating about \$90,000 practically completed, travel will likely be heavier than ever. Quite a few banquets and outings have already been scheduled and the Tavern will be equipped to care for many gatherings heretofore too large for its facilities.

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

The Mechanical Department periodic "get-together" evening at the Club was held February 14th. Something outside the usual entertainment was provided, due to the efforts of Mr. Stevens of Mr. Geibel's office, who, besides singing for us himself, provided most of the evening's entertainment.

Messrs. Eccles and Hollinger played several flute duets and solos, which

#### Record Number of Lost Articles Returned

**F**AILURE to apply to the Lost & Found Department of the Company was the reason why 8,045 lost articles, found by Trainmen, failed to reach their owners last year. A total of 6,803 articles were returned to losers.

Among the articles found and returned to persons losing them were many of considerable value. Several diamond rings, two purses containing more than \$50 and many with more than \$25 in contents, were among the articles lost by careless patrons.

Records of the Lost & Found Department show that more than 50% of applicants for lost articles affect the return of their property, which average is a good testimonial to the honesty of our Trainmen, considering the article may have been lost elsewhere, or if lost on cars, may have been picked up by passengers.

All property found on Pacific Electric cars is forwarded to the Lost & Found Departments maintained at both the Hill and Main Street Stations.

were especially enjoyed. Mr. Eccles of Eccles & Smith (R. R. supplies) has an acquaintance among railroaders of 20 years' standing. Mr. Hollinger has gained fame over the radio.

Songs by Miss Leppe, of the Medical Department, formerly stationed at Torrance, were a real treat and were received enthusiastically. Mr. Winters, Mechanical Superintendent's office, also favored us with several solos which were greatly enjoyed and Miss Vallon's dances were cleverly executed.

The evening finished with dancing and refreshments under the efficient management of the P. E. Club.

Ed Stevens, Machine Shop, has taken out a license to pilot a baby buggy. An 8½ lb. baby boy was added to Ed's family on Dec. 25th.

George Sherman, of the wiring gang, has returned to work after an extended illness.

Born to Mr. and Mrs. G. L. Hooper Jan. 6th, a 7½ lb. baby girl.

Earl Scott has left the service and we understand has started for Texas in a Ford truck.

Friends of Mr. Carmichael of the Winding Room will be glad to know that Mrs. Carmichael has so far improved that she is expected home at an early date.

Opportunity makes the man, sometimes perhaps. Oftener, man makes the opportunity.—Forbes Magazine.

#### SOUTHERN DIVISION NOTES

By F. J. Oriva

Conductor E. F. Lowary, after five years on the San Pedro line, is now working run 80 which operates out of Long Beach.

Former Motorman H. S. Cole, whose health for several years past has required him to live in an Alhambra sanatorium, paid a visit to the boys around the Main Street terminal last month. His health has improved, although he is still confined there and says he will be glad to hear from any of his friends.

Conductor Herbert (Dolly) Gray, formerly of the San Pedro line, is now working the baggage run until recently held by J. Mulligan.

Motorman P. O. Morse, of San Pedro, is now working a La Habra freight run.

Collector S. Russell, left the service recently to take care of a large ranch owned by his parents at Huron, South Dakota, on account of the illness of his father.

F. G. Topp of the Newport line, recently threw his hat in the political ring, having announced his candidacy for City Councilman of the 5th Ward. Good luck "old topp."

A seven pound baby boy was the prize package awarded L. Britt, Brake-man, on January 20th. Mother and son doing nicely. Our congratulations.

#### The Making of a Friend

We nodded as we passed each day,  
And smiled and went along our way;  
I knew his name and he knew mine,  
But neither of us made a sign  
That we possessed a common tie.  
We barely spoke as we passed by.

How fine he was I never guessed.  
The splendid soul within his breast  
I never saw. From me he hid  
The manly kindly deeds he did.  
His gentle ways I didn't know  
Or I'd have claimed him long ago

Then trouble came to me one day  
And he was first to come and say  
The cheering words I longed to hear.  
He offered help, and standing near  
I felt our lives in sorrow blend,  
My neighbor had become my friend.

How many smiles from day to day  
I've missed along my narrow way;  
How many kindly words I've lost,  
What joy has my indifference cost!  
This glorious friend that now I know  
Would have been friendly years ago.

The bud but very little shows  
To tell the beauty of the rose.  
And him we greet in passing by  
With scarce a nod, the day we sigh  
May blossom as the storms descend  
With all the beauty of a friend.

—Edgar A. Guest.



#### Psalm of Radio

Radio is my hobby, I shall want no other.  
It maketh me stay home at night.  
It leadeth me into much trouble.  
It draweth on my purse.  
I go into paths of debt for its name-sake.  
Yea, though I understand it perfectly,  
it will not oscillate.  
Its concerts and speeches they comfort me,  
Yet, it will not work in the presence of mine enemies.  
I anoint the coils with shellac;  
But the tube spilleth over.  
Surely the radio bug won't follow me all the days of my life.  
For if it does I will dwell in the house of poverty forever.  
—The Kilogram.

"How did the accident happen?"  
"Why, I dimmed my light and was hugging the curve—"  
"Yeah, that's how most accidents happen."—Judge.

#### Tempus Fugit

An old lady kept a parrot which was always swearing. To keep it from swearing on Sunday she always put a cover over the cage Saturday night, taking it off again Monday morning.  
One Monday afternoon she saw the minister coming up the walk so she again placed the cover over the cage. As the parson stepped into the parlor, the parrot remarked:  
"This has been a d—— short week."

#### Tough!

A gray-whiskered old man was sunning himself on the bench at a summer resort when a nifty little flapper in a one-piece bathing suit smiled at him and asked, "How old are you, Daddy?"  
He sighed and answered, "Eighty-five, dad-burn it!"

#### Cheating

The maid had been using surreptitiously the bath tub of her employer, an elderly bishop. He was a bachelor, very fastidious about his toilet, and desired the exclusive use of his tub.  
He reprimanded the maid with much indignation:  
"What distresses me most, Mary, is that you have done this behind my back."

#### Identified

Judge—"Have you appeared as a witness in a suit before?"  
Witness—"Yes, of course!"  
"What suit was it?"  
"My blue serge."—London Answers.

#### Dad Can

"Your wife says you can't keep anything from her."  
"She is mistaken. I have a quarter inside the lining of my vest at this very moment."—Judge.

What some call stumbling blocks others call stepping stones. It is largely a matter of attitude whether they trip or elevate a man.—Growth.

#### The Gardener's Wife

"I'm very sorry to hear your wife is so ill, Benjamin. Not dangerous, I hope."  
"Thank'ee, miss, but she be too weak now to be dangerous."  
—Humorist.

"Just think, three thousand seals were used to make fur coats last year!"  
"Ain't it wonderful, what they can train animals to do nowadays?"

#### Home Training

Aunt: "And were you a very good little girl at church this morning, Sallie?"  
Sallie: "Oh, yes, aunty. A man offered me a big plate full of money, and I said, 'No, thank you.'"—Ex.  
Irate Motorist—"Say, this car won't climb a hill. You told me it was a good car."  
Dealer—"I said, 'On the level it's a good car!'"

#### An Error by the Stork

"Mom," said little Bobby, bursting into the house all out of breath, "there's going to be the devil to pay down at the grocer's. His wife has got a baby girl, and he's had a 'Boy wanted' sign in the window for a week."—Contributed.

#### Perhaps

The Feminist orator had waxed very indignant over the universal treatment of her sisters.  
"Just as if," she screamed, "all men were perfect! Why, there's not even one perfect man! I dare any one to name a perfect man!"  
A meek looking little man in the back, arose.  
"What?" demanded the speaker, "Do you claim to have known a perfect man?"  
"Well, I never really knew him," the little fellow said apologetically, "but I've heard a lot about him!"  
"Who was he?" shrieked the speaker.  
"My wife's first husband!"—Lafayette Lyre.

#### Conditional

He: "We're coming to a tunnel. Are you afraid?"  
She: "Not if you take that cigar out of your mouth."

Husband—"It says here that the newest fad is to adopt a chicken for a pet."  
Wife—"Just let me catch you doing it!"

#### A Bad Break

He (teaching her to drive): "In case of emergency, the first thing you want to do is put on the brake."  
She: "Why, I thought it came with the car."

#### She Had

Old Lady—Oh, officer, officer! I feel so sick!  
Officer—Have you vertigo, ma'am?  
Old Lady—Yes, about a mile.

#### Confidence Plus

Partner: "Oi, Hymie, I forgot it to lock the safe."  
Partner: "Vell vot of it? Ain't we both here?"

#### Selling Talk

Ardent Wooer (a commercial traveler)—"My love for you, Winnie darling, surpasses anything else that can be offered in that particular line."

It's father's name was Ferdinand,  
It's mother's name, Eliza.  
To square a dreadful argument,  
The kid's names' Fertilizer.

#### A Truthful Boy

Doctor: "And how old are you, little man?"  
Small Boy: "I'm 5 at home, 6 at school and 3 on the street cars."

#### Not A Collision—A Catastrophe

The teacher was explaining to a class of small boys and girls the meaning of the word "collision."  
"A collision," she said, is when two things come together unexpectedly. Now can anyone give me an example of collision?"  
"Twins!" said the Class Idiot.—Ex.

#### Might Have Been Worse

It was toward the end of the theatrical performance when one man turned to another and said in a harsh, grating voice: "Look here, you have sat on my silk hat. It is ruined."  
The other looked at the silk hat. It was, indeed, a wreck. "I am sorry," he said. "This is too bad, but" he added, it might have been worse."  
"How might it have been worse?" exclaimed the first man angrily.  
"I might have sat on my own hat," came the unfeeling reply.—Yorkshire Post.

#### There Was a Reason

Wife (in back seat)—"Henry, dear! You mustn't drive so fast!"  
Husband—"Why not?"  
Wife—"The motor policeman who has been following us won't like it."  
—Judge.

# DIAMONDS

PURE IN CUT AND COLOR

AT

## CORRIGAN'S ARE EASY TO OWN

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

Corrigan's Guarantee Makes It a Safe Place to Trade

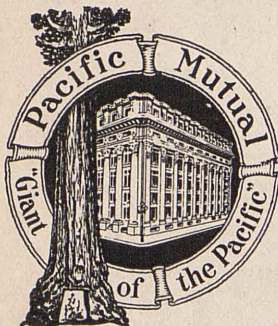
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#### "PACIFIC DISABILITY POLICY"

*Sold Exclusively to Electric Railway Employees*

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

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

Agents are located at the following points:

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

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

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

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

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

**ASSETS**

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

**\$52,367,844.80**

**LIABILITIES**

|                                       |                |                        |
|---------------------------------------|----------------|------------------------|
| Capital Stock Paid In .....           | \$2,000,000.00 |                        |
| Surplus .....                         | 1,500,000.00   |                        |
| Undivided profits .....               | 680,075.23     | <b>\$4,180,075.23</b>  |
| 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  | <b>\$52,367,844.80</b> |

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.  
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