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Easter Dawn Finds Southland Worshipers at Open-Air Shrines

Opportunity

"Opportunity," the literary masterpiece of the late John J. Ingalls, while recognized nationally for the excellence of its verse, nevertheless disclosed defects in its logic. Most of us realize from our own experiences, that opportunity, contrary to the version of the original verse, does not knock only once and go "never to return again."

The accompanying verse by Judge Walter Malone, a Texan jurist, while hardly the equal in literary merit of its renown namesake, nevertheless contains indisputable logic and reason.—Editor.

THEY do me wrong who say I come no more
When once I knock and fail to find you in;
For every day I stand outside your door
And bid you wake, and rise to fight and win.

Wail not for precious chances passed away;
Weep not for golden ages on the wane!
Each night I burn the records of the day—
At sunrise every soul is born again.

Dost thou behold the lost youth, all aghast?
Dost feel righteous Retribution's blow?
Then turn from blotted archives of the past
And find the futures pages white as snow.

Art thou a mourner? Rouse thee from thy spell;
Art thou a sinner? Sins may be forgiven;
Each morning gives thee wings to flee from hell,
Each night a star to guide thy feet to heaven.

Laugh like a boy at splendors that have fled,
To vanished joys be blind and deaf and dumb;
My judgments seal the dead past with its dead,
And never a moment yet to come.

Though deep in mire, wring not your hands and weep;
I lend my arm to all who say "I can!"
No shame-faced outcast ever sank so deep
But yet might rise and be again a man.

Finis is Written On Redondo's Aged Landmark

Pier No. 3 Once the Scene of Industry and Fisherman's Paradise, Being Removed After Twenty-three Years of Service

THIS month there will be entered in Pacific Coast history the closing chapter of Redondo Beach as a port linking land and marine commerce. The complete removal of wharf No. 3, now well under way, is the last of three structures which gave to that city designation as a port. Its demise brings to a close the romance of commerce as it affected that once thriving sea port.

In years gone by Redondo Beach was regarded as one of the main ports of the Pacific and for many years loaded the majority tonnage of the Pacific ports south of San Francisco. It was the port of call for all coastwise steamships, as well as the principal entry port for commerce by way of the Isthmus of Panama from the Atlantic coast.

Early Struggle

During its heyday of activity, quite a battle raged for port supremacy and the future port harbor of Los Angeles between Santa Monica—now long since abandoned, San Pedro—which now has become the great port of the Pacific Coast, and Redondo Beach. Each of these had its intense partisans and upon them was spent vast amounts of money before the deci-

sion of the harbor at San Pedro was finally arrived at.

There are a great many employees of this Company who remember those day very distinctly and who had a part in the handling of the business through the port of Redondo. There are those still among us who have pleasant recollections of the steamers Santa Rosa, State of California and Queen, and the older vessels of the Pacific Coast Steamship Company, which then was the principal organization in coastwise shipping. These vessels were regarded in that day as great carriers, but today would appear very small by comparison with those now in service into and out of the port of Los Angeles.

The original wharf at Redondo Beach, known as No. 1, was built in the shape of a "Y" and constructed in the summer of 1888 by the Redondo Beach Company, owned by the Thompson-Ainsworth families, who were interested, not only in land holdings at Redondo Beach, but who held large lumber interests in Washington and Oregon. This wharf was later sold to the Redondo Railway Company in September, 1894. Soon after the wharf's completion, one leg of the "Y" was wrecked by a storm and was never replaced.

Additional wharves during the life of this port were added, the second

known as wharf No. 2, constructed in 1895, and wharf No. 3, in 1903 and 1904, both under the ownership of the Los Angeles & Redondo Railway, which later became a part of the Pacific Electric Railway by consolidation in 1911. The investment in these wharves, together with moorings and appurtenances, amounted to approximately \$168,000 and in size they varied from 600 feet, the length of No. 2; 1000 feet, the length of No. 1; 1200 feet, the length of No. 3; all of them being 80 feet in width.

In Its Heyday

The period of greatest activity of Redondo Beach as a port was between 1904 and 1912, during which time, because of a great track-laying program of the Santa Fe Ry. and reconstruction by a number of other railways in Southern California, very heavy tie shipments of hardwood were received through this port from Japan and from the north, as well as enormous shipments of lumber from the Pacific northwest. This, in addition to the heavy cargoes coming to Los Angeles from the Atlantic coast by way of the Isthmus Railway of Panama and the west coast. It was during a part of this period, 1906 to 1915, that Capt. F. H. Walters was employed as Wharf Master at Redondo, prior to which time he



Above: Wharves 2 and 3, Hotel Redondo and Tent City, as waterfront appeared ten years ago. Below, left: Remnants of No. 1 Wharf and Municipal concrete pier. Right: Original Wharf No. 1, Steamer Santa Rosa and sailing craft; this picture taken 22 years ago.

was in the service of the Pacific Coast Steamship Company under a Master's License. The force employed under him at this port numbered approximately 500 men, such as checkers, inspectors, stevedores, longshore men, mechanics and other classes of labor, and during that period the three wharves were a perfect bee-hive of industry.

Beginning with 1914, activity began to wane, the shipping steadily changing to Los Angeles harbor at San Pedro and Wilmington, and the wharves began their disappearance. No. 1, even prior to this date, had disappeared for the construction of a municipal pier for pleasure purposes; No. 2 following within a very short time, and today No. 3, the last to be constructed, is now on its way to removal.

It would be interesting to know the millions of tons of commodities, both of food, raiment, building and other materials that have passed over these wharves and by rail been distributed throughout Southern California and Arizona for the comfort of their peoples, but figures of this nature are not available.

Redondo Beach was not the first South Pacific Coast port by any means in Southern California, San Diego being the first, Wilmington the second—reached, however, only by lightering from ship to shore. Through Wilmington came the first brick and building material to Redondo Beach. However, Redondo was, in its day, in the amount of tonnage received, the greatest port south of San Francisco on the west coast.

Pleasant Memories

Not only were these wharves, especially No. 3, because of its projection into very deep water, great commercial assets during their existence, but for many years, Redondo Beach had been the mecca of fishermen, and every pleasant Sunday, for many years, these wharves were lined for their every available foot by the disciples of Isaac Walton. They have been the scene of many casting tournaments held under the auspices of the Southern California Rod and Gun Club; they have witnessed the landing of thousands of sailors from the naval forces of the nation; they have been the scene of toil and sweat in the handling of immense cargoes of every character and description; they have docked ships of every maritime nation of the earth, as well as serving as passenger landing places for the travelers from every section of the globe.

The passing of Redondo Beach as a port of commerce is marked definitely by the removal of this last link with the sea, and the beginning of a new era in that city.

It is very probable that never again will a vessel enter Redondo bay with passengers and commodities and that hereafter contact with the sea will be solely through pleasure launches. It, therefore, seems certain that the future of Redondo Beach will be linked with the pleasures of a seaside city; the joy of residence near its ocean strand and

Vice President Pontius Points out Election Importance and Urges All to Vote

Concerning the election to be held on April 30th, Vice President and General Manager Pontius has issued the following letter to employees:

TO ALL EMPLOYEES:

On April 30th, all of the registered voters in Los Angeles will be asked to vote on certain questions that are before the voters of the city of Los Angeles, two in which the Pacific Electric is vitally interested, and are as follows:

PROPOSITION No. 8—Shall a union passenger terminal for all steam railroads be established in the city of Los Angeles?

PROPOSITION No. 9—Shall a union railway passenger terminal for all steam railroads be constructed in the district bounded by Commercial Street, North Main Street, Redondo Street, Alhambra Avenue and the Los Angeles River (known as the Plaza plan)?

You are no doubt familiar with the fact that the steam railroads, together with the Pacific Electric, have placed before the people of Los Angeles what is known as the "railroads' plan," which provides for the building of an elevated railroad on a private right of way from 6th and Main Street Station directly east to the Los Angeles River and south along Alameda Street to 14th Street, coming down on the Pacific Electric private right of way.

The railroads' plan takes 1200 Pacific Electric interurban trains off the street each day and eliminates 18,000 crossings of streets at grade by these interurban trains. The elevated railroad that would be constructed by the Pacific Electric would serve directly both the Southern Pacific-Union Pacific Station and the proposed new Santa Fe Station.

You are not to vote directly on the railroads' plan, but it is of great importance not only to the management of the Railway Company, but to every employee, that you vote "NO" on Propositions No. 8 and No. 9, as we feel that this will clear the way for the City Council and the State Railroad Commission to authorize the railroads to carry out their program.

Not only are we anxious that you vote "NO" on each proposition, but that you also urge that your families vote "NO", as well as your friends.

TRAFFIC RELIEF IS GREATER NEED THAN UNION TERMINAL

That traffic relief and grade crossing elimination problems of Los Angeles far exceed a union terminal station in importance to Los Angeles is the thought expressed in the following editorial appearing in the Los Angeles Examiner of recent date. The writer expressed other pertinent thoughts, from which we quote:

The need above all others in this railway problem is to take the trains off our streets, where they are now a menace and a nuisance.

The Plaza plan provides for this relief only in part, and the least part at that. The steam railway crossings are eliminated.

But the Pacific Electric, with 18,000 grade crossing movements a day, avoids not one of these in the Plaza plan.

If it comes to a choice between the railroad companies' plan, which eliminates steam and electric crossings, and the Plaza plan, which cuts out only the steam crossings, the former is certainly to be preferred.

Just think of the value to the south and southeast sections of the city in

drawing for its commercial support upon its back country. In time, undoubtedly, varied industry will establish itself.

the one feature of removing Pacific Electric trains from Main street. Doing this would greatly facilitate the movement of yellow cars along that thoroughfare and prove a decided convenience to several hundred thousand residents.

The steam grade crossings could go, as the Plaza plan proposes, but there would still be the numerous Pacific Electric crossings which, as it happens, are at points where traffic is heaviest and where danger is greatest.

It would be strange, indeed, if the people should decide to have an expensive union station at the Plaza—the people, of course, pay for such facilities in the end—and find themselves with one of their worst problems—the grade crossing evil—inadequately solved.

That is not the Los Angeles way of doing things.

Los Angeles is proud of the Plaza. That is where the city had its beginning. Some day there should be erected at that very point a monument commemorating the romantic founding of the then Spanish pueblo.

But that locality, far from the center of the city, is certainly no place for such a monument as a union passenger station.

He: "Darling, do you think you could live on \$25 a week?"

She: "Yes, but no longer."—Ex.

Rough Equipment Handling Takes Huge Toll

Care to Observe Existing Rules Will Reduce Needless Waste Yearly Experienced. Damage Causes are Explained

By F. E. GEIBEL
Asst. Superintendent of Equipment

THE ever-increasing demand for the greater movement of commodities has brought about larger freight cars, longer trains and faster movements. This speeding up of operations has resulted in a relatively greater damage to loaded as well as empty cars. It is the intention in this article to trace the history of this development, explain to some extent the tremendous forces involved in the switching and handling of cars and show what can be done to lessen the damaging effects. The thought was suggested by a recent treatise on the "Draft Gear and its relation to Railway Economics" by W. H. Miner, Inc., Chicago, and some of the data and statistics are taken direct from that article.

Passing of Wooden Cars

Economics forced the demand for greater capacity units or cars, as with a practical limit on the length of trains, to move greater quantities the load per unit must be increased. Thus, the fifty-ton capacity freight car is in general use today, where a few years ago it was the exception. The greater capacity units called for a change in construction so that the old wooden cars have been almost entirely replaced with cars of all-steel or steel understructure. The demand for safety developed the automatic coupler which has superseded the old type of link and pin coupler. The link coupling was made by pushing the cars together until the pin could be dropped into place; the automatic coupling is made by impact and is quicker. It is thus seen that modern development has brought about a condition where damage to both loaded and empty equipment is increasing.

The statement is made that the automatic coupler and high speed switching is responsible for an expenditure of approximately \$50,000,000 annually in payment of claims for goods damaged in transit and a further expenditure of \$150,000,000 per year due to expensive repairs and shortened life of equipment. Wrecks and consequent costly delay is often caused by failure of equipment previously strained by rough handling.

To appreciate the tremendous forces being dealt with in the handling of modern freight cars a brief discussion

of the laws of forces as applied to moving cars may be of interest. The first law of motion teaches that every body continues in a state of rest or of uniform motion in a straight line, unless it be compelled by impressed force to change that state. In this study we are concerned with the car in motion and the impressed forces bringing it to rest. The impressed forces are friction of car and track, any adverse grade and the brakes when set up.

Law of Motion

The second law states that the change of motion, or that in which we are concerned, the reduction of the car speed is proportional to the impressed force or the amount of friction and the set up of the brakes. The third law teaches that to every action there is always an equal and opposite reaction, or in the case of our car in motion

coupling was absorbed within the car structure without undue damage.

With the advent of automatic couplers and coupling by impact it became necessary to remove the coupler from the end sill and mount it below the car frame between so-called draft timbers and attach through a shock absorbing device known as the draft gear. On steel cars the draft gear is supported between the center sills.

For some time the shock absorbing device, or draft gear, consisted of a spring arrangement, it being the theory that the shock of impact would be absorbed in compressing the springs. The spring draft gear is in common use today and has proven fairly satisfactory at moderate switching speeds and loads. The tendency of the spring action, however, is to produce a damaging effect upon recoil, setting of a

succession of impacts until the spring comes to rest. The spring is limited as to capacity, which condition is very noticeable at higher switching speeds. It was to meet this condition that the friction gear was developed.

The friction gear, as its name implies, is made up of friction members. There are a number of different makes now on the market. The principle made use of in this unit is that of a system of friction members so arranged that the energy of the impact will be absorbed in friction. The release of the gear is gradual and without the recoil force of the spring gear. The friction increases with the travel of the coupler head, so that the resisting force is somewhat proportional to the force of impact. Still this improved gear is not of sufficient capacity to handle the shocks from too rapid switching on account of the great increase in

the force of impact with increase in speed.

The energy of a body in motion which is due to its motion is directly proportional to the weight, but increases as the square of the speed. It is thus seen that while the increase in capacity of the car has added to the problem of damage from impact, the increase in switching speed has made the problem more difficult by many fold. As an example, the fifty ton car, loaded, weighs approximately 143,000 pounds. The motion energy of such a car, moving at one mile per hour, is

Roads Pay Price in Claims, Repairs Derailments and Loss of Good Will

HOW big a problem and the necessity for the strict observance of restricted switching speeds is clearly shown in the accompanying article, when it is stated that high speed switching exacts a toll of \$50,000,000 annually in damage claims.

In addition, three times that sum is paid by the carriers for expensive repairs and shortened life of equipment. Derailment, wrecks, car failures and the loss of public good-will mounts the needless waste to figures beyond ordinary conception.

To reduce and minimize losses accruing from rough handling switching forces should keep in mind the fact that two miles per hour is the limit at which cars not equipped with draft gears can be coupled without damage to equipment or contents, and four miles per hour, a brisk walk speed, in case of equipment fitted with draft gears.

Mr. Geibel herein explains, without resorting to the technical, the underlying principles of damage-free switching and how and why each mile of speed inflicts greatly increased "smash power."

It is interesting to note that only 12 per cent of the nation's freight equipment is equipped with draft gears, while 59 per cent of freight equipment owned by this Company is so fitted.

striking another car, which accounts for the shock and consequent damage when the speed is such that the car structure cannot absorb the energy of the shock.

Wood is more elastic than iron or steel, for which reason a mechanic uses a wooden mallet to deliver a driving blow as a steel hammer used with equal force would produce a shock or shattering effect. With the weights of former loaded wooden cars and the restricted speeds, due to the manner of coupling, much of the shock from

4,785 foot pounds. It is not necessary to absorb all of this energy on coupling, as a portion is consumed in starting in motion the struck car.

Increases as Square of Speed

In our discussion, however, we may neglect this portion and let the motion energy at one mile per hour represent one smash power. At two miles per hour the smash power becomes four and at ten miles per hour one hundred. The spring gear, roughly, has the capacity for absorbing four smash power or will function at two miles per hour.

The friction gear will handle sixteen smash power, or will function at four miles per hour. Two miles per hour is a slow walk and four is a brisk walk. Cars rolling faster than a walk, therefore, will strike with a smash power above the capacity of the gears with consequent damage.

At six miles per hour the shock force above that of the capacity of the gears, and which is causing damage to car and laden, is 32 for the spring gear and 20 for the friction gear.

At ten miles per hour the smash power of the rolling car is twenty-five times greater than the shock resisting power of the spring gear and six and one quarter times as great as that of the draft gear.

Solution

What then must be done to reduce the damage to loaded cars in yard switching? All of the later cars, or fifty-nine per cent of the freight equipment of the Pacific Electric are equipped with the friction gears. These are of the modern type permitting safe switching at four miles per hour. If faster switching is demanded further development of a higher capacity gear will be necessary. Until such time, switching must be held down within safe limits, remembering that a car rolling faster than a brisk walk on impact will do damage to present day equipment.

LAUD HARBOR FREIGHT CREW FOR EFFORTS TO PLEASE

General Agent Mee and the entire working freight forces at San Pedro are the recipient of glowing praise for service and courtesy rendered the San Pedro Building Supply Co., whose Manager, Mr. John C. Swinford, thus addressed the management:

"We wish to lay aside our usual tasks long enough to say a word regarding the service received from your organization here in San Pedro.

"Our business brings us many times throughout the year in contact with nearly every one of them in the freight employ, from Mr. Mee on down the line to the men who switch and spot cars on our spur. It is a real pleasure to come in contact with an organization who so thoroughly seem to understand what courtesy and personal interest in their work means.

"Generally speaking, the common belief is that railroad courtesy is confined almost altogether to the passenger service, but this firm honestly believes the above mentioned group of employees worthy of their highest praise for their conscientious efforts to please."

Camp Readiness Plans Begin

Programme of Improvement Under Way Now With Pre-Season Outing Planned

WITH Camp Manager Vickrey and representatives of the Engineering Department now at the P. E. Vacation Camp working out details of this year's improvements in our vacation home it dawns upon us that the vacation season is very near at hand. Within a very few days a large crew of workmen will be located at the Camp and the splendid improvements planned well under way.

A few issues since, some of this year's betterments were outlined briefly, repetition of which in more detail is herewith given:

Outstanding in this year's improvement is the enlargement of the social hall, the plan being to provide for card tables on the north side, so as not to interfere with and to furnish more room for dancers. The need of this additional space was apparent several times last season when capacity crowds were on hand and the available space for dancing hereafter will be as large as any in the Lake Arrowhead section.

Scenic Trail

Extension and widening of trails throughout the grounds is another feature of improvement that will be continued this year. "Pery" Trail, leading to peaks in back of Camp will be constructed to the summit where a rustic summer house will be built. Rest benches will also be built enroute on this trail, which is of easy gradient and affords a beautiful view of all the surrounding country.

The entire property is to be completely fenced in and a firebreak outside of fence constructed, thus insuring complete protection from any mountain fire that might occur.

Among other improvements planned are the building of an incinerator; betterment of toilet and lavatory facilities and providing with wash basins; sanding, scraping and oiling of roadways and trails within camp and general beautifying of grounds.

Employees will learn with interest of the very extensive work now being done on roadways leading to Lake Arrowhead by the State Road Department. The straightening, widening of curves and elimination of many of the tortuous grades on the switchbacks is nearing completion, and a \$100,000 appropriation is to be spent to improve this highway. Many persons in the past have avoided visiting Lake Arrowhead section due to excessive grades and sharp curves and the improvements now being made are designed to eliminate all danger points that may have before existed.

While Southern California generally has enjoyed a considerably greater rainfall than for several seasons, the mountain regions have received several heavy downfalls that were not general elsewhere. Caretaker Stewart re-

ports a plentiful water supply and that Little Bear Creek has four times as much water as it has had at any time during the past few years. Wild flowers and foliage should appear in greater profusion than in several seasons past.

Sportsmen's Outing

Manager Vickrey has promised the Rod & Gun Club the use of the Camp Friday, Saturday and Sunday, April 30th, May 1st and 2nd, the occasion being the opening of the trout season. Early reservations point to a filled camp and a big programme of sports awaits those attending this outing. Full details may be found on the sportsmen's page of this issue.

Following the usual custom the Camp will be opened on June 1st and the next issue of the Magazine will cover full details for the guidance of employees desiring to spend their vacations at the Camp. Heads of departments will make a greater effort than ever before to release every employee possible during the period the Camp is open. Last year was the largest in point of attendance yet experienced by the Camp, and there is every reason to believe that that record will be exceeded this year.

BARGAIN FARES NOT ALWAYS CHEAP AT ANY PRICE

Bargain seekers in transcontinental travel again found that "all is not gold that glitters," last month when seven of them were victimized by the lure of "reduced fares" to eastern points by an embryo railroad competitor. Four tire blowouts between this city and San Bernardino discouraged the man at the wheel, Wesley Carlson, to the extent that he deserted his machine and seven passengers at the latter city. He later was apprehended and arraigned on a charge of grand larceny.

R. G. Anderson, who operates a travel bureau in Belvedere, signed the complaint against Carlson. He charged that he hired the latter to take seven persons to Kansas City, St. Louis and Chicago. Carlson had his own car, and Anderson said he gave him \$208 as expense money.

Carlson's machine blew out four tires before reaching San Bernardino and he arrived there discouraged and with just about enough money to pay for new tires.

It is charged that he left his car and passengers on pretext of going somewhere on an errand and never showed up again.

Later he was arrested in Saugus and is said to have told officers that he was driven to despair by the blowouts and the fact that he still owed payments on his car which he was unable to meet.

P. E. FREIGHT TERMINAL HUMS WITH ACTION



Butte Street Yards, company's main transfer point. Below left, Gen. Foreman Black's day warehouse force. Right, L. A. Terminal office force; back row, left to right: A. H. Stillson; W. J. Schafer; S. W. Dehaven; F. F. Tomblin; Max Schmidt, Jr.; F. B. Spencer, Chf. Accountant; J. W. Anderson, Agent; Chas. Salazar, Chf. Revising Clk.; B. H. Fisher; G. W. Orr, Asst. Agent. Middle row: J. Anderson, Chf. Claim Clerk; Jas. Brownlee; G. A. Schmitt; L. A. Post, Cashier; J. C. Snow; C. Alexander; A. H. Ingold, Chf. Clerk. Front: N. E. Mundell; S. Lipschultz; L. F. Fink; R. H. Malone; L. Lipschultz; G. V. Christian; C. C. Brown and Jas. Coyle.

A SCORE or more of years on the firing line of the Freight Transportation business ought to make one's hide bullet proof. Perhaps there are spots that grow thin and sensitive. At any rate it has always hurt whenever in my conversations with men, even in remote places, they have dropped an innocent remark something like this "Why I didn't know the Pacific Electric handled freight, I thought it was only a passenger line."

Whether some men are just naturally unobservant, or whether these sub-informed individuals are totally disinterested in anything that moves, I know not. When the shock has subsided there comes a realization that either Smith is the best advertiser or else his cars and their contents make the most noise.

It would be a compensating pleasure to be able to gather these people who have neglected their opportunities for learning together, with the few who know we handle freight, but who think some other road does it better, and take them on a regular rubberneck tour through the Los Angeles Freight Terminal where some 200 of us live and labor to move the belongings of our fellow beings.

Right This Way, Please

We might gather at 7th & Alameda about 8 o'clock most any morning and meander over to Shed No. 3 where Los Angeles Steamship cargo is handled and where by this time the long loading platform is packed solid with trucks loading up a cargo of merchandise which less than 48-hours before

By GEO. W. ORR,
Asst. Agent, L. A. Freight Terminal

was reposing undisturbed in San Francisco warehouses and which was brought to Wilmington by ship, transferred to cars, hauled to L. A. and there during the night hours unloaded, sorted and stowed ready for delivery. How much of it? Oh! anywhere from 150 to 200 tons—sometimes more.

That's just the ordinary cargo, the slow freight; we'll come back here early in the afternoon and see something fast—merchandise that left San Francisco at 4:00 p. m. yesterday and by 2:00 p. m. today is loaded to trucks and on its way to consignees store or warehouse. This class of business, known as 'Red Ball' is just in its infancy, but has tripled its weight in 6 months which is more than most infants do. The doctors bill is kinda high but we hope the babe will be a big help to the family some day.

Going over to Shed No. 2 we find another line-up of trucks all the way from the half ton flivver to the ten or 12-ton variety, loading merchandise from off steamers of the Pacific Steamship Lines. In this long shed is handled also all freight from strictly local points, that is, everything except what is received from water carriers. Between sheds 2 and 1 there is also handled in transfer about four million pounds a month of merchandise moving through this station from and to other points.

In this connection, there was inaugurated February 1st a system of transferring merchandise by truck be-

tween stations of the four roads in Los Angeles by which a saving of one day has been accomplished. To make this statement clear, all through-merchandise arriving in time to be transferred up to 2:00 p. m. today is trucked to the other stations in time to be re-loaded the same day. Before the end of March the use of detachable closed and sealed vans should be in operation.

From Foreign Ports

Continuing on to Shed No. 4 we complete the round of inbound houses and in this shed find merchandise from all steamship lines other than the Los Angeles and the Pacific, and from all quarters of the globe, but principally from our own east coast by way of the Panama Canal. It is from this shed that merchandise from the Nelson, White Flyer, McCormick, L. A. Dispatch, Luckenbach, American Hawaiian, Isthmian, Williams Line and many others is delivered and represents about one-fifth of our inbound less than carload tonnage.

Proceeding now to Shed No. 1, through which is handled all out-going merchandise and which amounts to about a third of a million pounds daily, about a third of a million pounds daily, we find a regular loading schedule of about 45 cars daily with usually not less than 5 extras. These cars are lined up on 5 tracks and each car is given a special "block" number, the final figure of which indicates the track and the initial figure, the spotting position of the car. That is, the first row are numbered 11, 21, 31, etc., the

second row 12, 22, 32, etc. and so on through the five rows. A truck slip is placed on each package, or truck load of merchandise, on which is written the number of packages in the shipment and the block number of the car in which the shipment belongs.

Thus a Trucker with a shipment for block 35 knows that he must go to the third car on the fifth track. The truck slips are detached and hung up as the merchandise is stowed and are checked regularly so that possible errors in loading may be caught and corrected. As the location or position of the blocks is always the same, truckers soon become familiar with the layout just as he gets familiar with the streets and houses where he lives and is just about as unlikely to unload his truck in the wrong car as he is to mistake his own home in daylight with a bulldog looking on.

Clerical Headquarters

We will take just a few minutes to look over the office upstairs over Shed No. 2 where the Terminal Freight Agent and office force are busy with the clerical end of the business. The office is classified into sections, or departments, each performing a specific

part of the routine necessary to accomplish the forwarding or delivery of freight. Briefly, this consists of revising and billing, collection and accounting, claims and tracing and the car and yard departments, all located in this office, except the last named. This is the largest department and is located principally at Butte Street Yard office, with smaller forces at 8th Street and also at State Street.

Back of this brevity lies a world of detail requiring skill and understanding, training and efficiency in order that our friends, the public, may be served pleasantly and well. Sometime when the Editor of our magazine is pressed for copy we would like to indulge in a few personal introductions so that our friends might better know the men with whom they come in contact, mostly by telephone, not only in this office but in the warehouse and yard office as well.

As we have so far seen only the merchandise, or LCL end of the Freight Terminal, we will proceed to the 8th Street yards, which, until about two years ago, was all we could boast of. Now this yard is used mostly for the handling of perishable, merchandise, and team track cars, ex-

cellent facilities having been provided for the latter class of business, including tracks at truck level for unloading newsprint paper which comes in modest rolls of 1,500 pounds each. No, my friend, that delightful odor, so reminiscent of fruit salad and old cider, does not come from the restaurant across the way; it is escaping from the garbage pit nearby where two or three cars of refuse from the Terminal Market are loaded daily and hauled away to fatten little porkers on a ranch up the valley.

Yes, We Handle Freight

Our main yards are at Butte Street just north of 25th between Alameda Street and Santa Fe Avenue connecting with the main line at Amoco and with the Southern Pacific, Santa Fe and Union Pacific through Interchange tracks within the yards, and with the L. A. Junction Railway at Walker Transfer within the yard limits.

At Butte St. our principal yard operations are conducted and our main force of car department employees located, the two-story yard office housing the General Yardmaster and his staff on the ground floor and Car, Yard, Interchange, Jumbo and Demurrage Clerks upstairs. In this department is handled



Above, a yard scene seen any day at L. A. Freight Terminal and below Yard Office force. Standing, left to right: H. S. Land; C. E. Pickett; P. F. O'Neill; M. J. Dickson; H. A. Hitchens; J. M. Donnelly; U. S. McGraw; C. C. Hill; Kneeling: C. G. Smith; O. L. Newell; A. Moreno; F. W. Anders, Yardmaster; R. V. Rachford, Chf. Car Clerk; J. B. Blitch; A. L. Robertson.

all the details pertaining to carload movements, except the initial and final handling of waybills and the collection of charges. The speed and accuracy with which this work is performed may better be appreciated when we learn that an average of over fifty-thousand cars move per month, or more than sixteen-hundred-fifty per day, are directed and recorded. Every manner of error must be guarded against in order that the movement of these cars may not be delayed or misdirected.

In connection with our Northern Division, we operate also a very busy yard at State Street through which moves the thousands of cars of crushed rock, sand and gravel from the crushers at Bowden, Puente Largo, Rivas, Crushton and Baldwin Park, cement from Colton, Crestmore and other points besides the great volume of citrus fruit moving to connecting lines at L. A. and many other cars of miscellaneous commodities from our own lines as well as from our connecting lines at San Bernardino and Colton.

The development of our Freight Terminal made necessary other changes, among which was the removal of the Electrical Department Storehouse from 8th Street to 16th Street to make way for the extension of team tracks and the removal of the old Store department from Graham, which grounds have now been laid out with storage tracks and used as a make-up yard for outbound trains greatly relieving the Butte Street yards.

Consistently good service has been instrumental in holding much of our business in spite of our greatest competitor, the automobile. A recent performance in handling a rush car may serve to illustrate what can be accomplished. A car loaded in the Union Stock Yards district was ready to move at 11:00 a. m. and it was desired to get the shipment aboard an eastern boat sailing early the next day. Through the splendid co-operation of the Yardmaster of the L. A. Junction Railway with our General Yardmaster, together with that of our forces at Wilmington, that carload of freight was safely aboard the boat by midnight, and moreover was accomplished without special motor service.

The switching LCL freight, known as "trap car service," subject to minimum aggregate of \$15.00 line haul revenue per car, became effective on intrastate traffic March 25th and goes into effect on interstate traffic April 20th. With this new service it is hoped to effect a material increase in both inbound and outbound traffic.

P. E. MASONIC CLUB NOTES

Next regular meeting, Tuesday evening, April 13, at the Pacific Electric Club, 514 E. 8th Street. Another "big" program; Judge Bledsoe will address the Club on "Masonry and Industry."

During March the Pacific Electric Masonic Club and Degree team visited Belvedere, San Bernardino, Mizpah, Glendale and Unity Lodges, and assisted in conferring the Masters' Degree upon a total of eight fellow employees.

Two Deaths Recorded During March

WE ARE gratified to report a decided decrease in deaths of employees, but two occurring during March, as compared with eight in February, which was the high record for several years.

With profound sympathy to their relatives we chronicle the deaths of Walter A. Bruno, Machinist at Torrance, who passed away on March 3rd, and Frank T. Wilder, also a Machinist at Torrance shops, whose death occurred on March 14th.

Families of both of the deceased received \$1500 Group insurance and \$950 Mortuary Fund payment.

During the month allowance of claim made by Company for disability was approved by the insurance company for Wm. H. Stark, Trainman, Southern Division, he to receive 10 payments of \$50.35 each. Three other claims made by Company for employees are now pending.

At this writing 16 employees are receiving monthly disability payments aggregating \$977.70.

MT. LOWE SCENE OF OUTING OF PASADENA EMPLOYEES

Wednesday evening, March 17th, marked the day and date of a pleasant gathering and outing of Pasadena Trainmen to Mt. Lowe. Two cars, containing 153 employees and their families left the Pasadena barns at 7:00 p. m. for the famous mountain where, thanks to plans and preparations of Messrs. Vickrey, Rodenhouse and Clark, a thoroughly enjoyable evening was spent.

Dancing cards, hikes and a big spread in the tavern dining room were features of the evening.

AUTOS KILL FLAGMAN; CRASH 390 S. P. GATES

One flagman killed, five more run down and injured and 390 lowered crossing gates crashed through by reckless drivers, is the 1925 record made by autoists crossing the Southern Pacific lines, according to a statement of R. J. Clancy, Assistant to the General Manager and in charge of safety work for the company.

Grade crossing automobile casualties were decreased during the year, according to records maintained by the Company. Reports received from operating employees show that both auto and truck drivers disregard not only warning signs but gates, whistles, flagmen and even trains. In a large number of cases where autos and trains crash together, records show that autos hit the train instead of trains striking autos. Cars in the middle of the train are frequently hit and even rear end platforms of cabooses are knocked off.

"Reckless driving is the primary cause of accidents," said Clancy in commenting on the report. "Thirty per cent of all of the accidents were caused by automobiles running into trains as a result of approaching crossings at a speed too great to stop before hitting the train."

"The notion that accidents can be prevented by the expenditure of money alone for crossing protection is not soundly conceived. If all the grade crossings in the country were abolished only 10 per cent of the automobile accidents would be prevented, for that is all that occur at grade crossings."

Teacher—"Johnnie, what does note mean?"

Proverbial Johnnie—"It means girl."

Teacher—"What makes you think that, Johnnie?"


Proverbial Johnnie—"Well, the other day the nurse comes in and says to pa, 'It's a girl,' and pa says, 'That's a hell of a note.'"

Mr. Frank B. Clark
Pacific Electric Info Bureau
Mount Lowe, California
U. S. A.

Ming Hochang, Tzeki,
Ningpo, China,
March 1st, 1926

Gentlemen - Please kindly give me further information about reservation of rooms, cottages, etc. with many thanks.

Yours very truly,
Yeh Te Yen



The fame of Mt. Lowe is not confined to this continent, as is seen by the accompanying inquiry from Yeh Te Yen in far away China. Mr. Yen is saving his yens to take the famous trip.

PACIFIC ELECTRIC CLUB AFFAIRS

[N. B. VICKREY, ASSOCIATE EDITOR]

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The March meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, March 3 at 2:00 p. m. The following were absent: L. H. Covell, J. Hanselman, H. L. Legrand, H. E. Foskett, P. H. Mann, Harold Kuck, B. F. Manley, Fred Guenette, T. J. Day, and C. Thorburn.

Club Fund

Balance, 2-1-26\$ 172.93
Receipts 1124.50

Total\$1297.43
Disbursements 1218.94

Balance, 2-28-26\$ 78.49

Relief Fund

Balance, 2-1-26\$ 124.56
Receipts 630.00

Total\$ 754.56
Disbursements 302.33

Balance, 2-28-26\$ 452.23

Unfinished Business

E. H. Pierce, stated that the work on the base ball grounds for the employees at Torrance has not been done as expected. After some discussion it was decided to go on with this work that the grounds may be gotten in shape immediately.

M. T. Spencer and R. G. Miller, Committeemen from Sherman, spoke highly of the fine evening enjoyed by the employees at the dance and entertainment given at Sherman on February 17. The hall was packed to capacity, the music furnished by the P. E. Orchestra unusually good, and everyone went away wishing that these events came more frequently.

President Lovell stated that the committee chosen to revise the Mortuary rules and regulations were not yet ready to make a report and by the April meeting it is hoped that this matter may be brought before the Executive Committee ready for their approval.

Undaunted by the rain which came down steadily the Accounting Department made a good showing on the evening of February 11 when their department was featured. Employees from this department are taking more and more interest in their featured dances and show a splendid spirit in their co-operation and loyalty.

W. A. McCammond extended an invitation to the Executive Committee to hold their April meeting in the Dance Pavillion at Redondo Beach. They heartily voted to accept Mr. McCammond's kind invitation.

An entertainment is being planned for the employees in Pasadena to be held at Mt. Lowe Tavern on March 17. These entertainments have proven very

successful and are eagerly looked forward to from year to year. L. L. Pierce, a retired P. E. Employee and Ex-P. E. Club Executive Committeeman, surprised the members by making his appearance at the March Meeting and when called upon by the Manager for a "speech" responded in his jovial manner enumerating some of the splendid advantages of those working for the Pacific Electric Railway Company and of those who are members of the Pacific Electric Club.

P. E. CLUB BULLETIN

From April 15, to May 15, 1926

Thursday, April 15:

Northern Division Safety Committee, 2:00 p. m. Dance in the Club Ball Room, featuring the Purchasing, Store, and Stationery Departments.

Friday, April 16:

Vaudeville at the Club, 8:00 p. m. General Staff meeting, 10:30 a. m.

Monday, April 19:

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

Wednesday, April 21:

Trainmen's meeting all divisions. Notice by letter where to meet will be issued.

Thursday, April 22:

Dance in Club Ball Room, featuring the Accounting Department.

Monday, April 26:

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

Thursday, April 29:

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

Friday, April 30:

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

Monday, May 3:

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

Wednesday, May 5:

Executive Committee meeting at 2:00 p. m.

Thursday, May 6:

Dance in Club Ball Room, at 8:30 p. m., featuring all the Transportation Departments.

Friday, May 7:

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

Saturday, May 8:

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

Monday, May 10:

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

Tuesday, May 11:

Western Division Safety Committee meeting, 2:00 p. m. Masonic Club meeting, 7:45 p. m.

Wednesday, May 12:

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

Thursday, May 13:

Dance in the Club Ball Room, 8:30 p. m., featuring all Engineering Departments.

Friday, May 14:

Vaudeville at the Club, 8:00 p. m. Northern Division Safety Committee meeting, 2:00 p. m. Car Foremen's Club meeting in Club Library, 8:00 p. m.

CLUB'S VAUDEVILLE SHOWS

The Club's vaudeville shows, which are given every alternate Friday evening are proving more and more popular and it seems that employees are thoroughly enjoying the most excellent talent which Manager Vickrey is providing.

Employees' attention is called to the fact that each issue of the Magazine contains a complete Club Bulletin with the date of each show given, so that there will be no doubt as to when these vaudeville entertainments may be enjoyed. The time at which the show begins enables each and every one to have ample opportunity to go home, have dinner, and get to the Club in plenty time for beginning of performance.

W. H. Jenkinson, Conductor on the Western Division, appeared in a monologue a few weeks ago, which was heartily appreciated by all present. Mr. Vickrey will be pleased to hear from employees or their family members who may desire to display their talents at these semi-monthly performances.

PASSES TO CLUB ACTIVITIES

There seems to be a misunderstanding among some employees concerning the number of passes allowed each worker and his dependents to attend Club activities.

It should be thoroughly understood that each employee and his dependents are allowed as many passes to attend Club activities as desired and such passes have nothing to do with the regular allowance of two per month to each employee.

However, these passes must be validated by the Club stamp clock before it is presented to the Conductor on the return trip.

Should an employee have trouble in getting ample passes to attend dances and shows he should report his difficulty to the head of his department or Club Committeeman. This has been carefully explained several times, but many new employees will be glad to learn of this rule and take advantage thereof.

TO STAGE A MERRY WIDOW WALTZ CONTEST

The Merry Widow Waltz is proving more popular than either the Charleston or the St. Louis Hop at the Club Dances held each Thursday evening and as early as 7 o'clock a large crowd is on hand to enter the classes conducted by Mrs. Mabel Rockwell. These lessons will continue up to the date of the contest which will be held on Thursday evening, April 29, 1926.

All those wishing to learn this delightful waltz or desiring to perfect themselves in the various steps may feel at liberty to enter the class lessons up to the above date to take as many lessons as desired with no expense to themselves.

"I'm a man of few words."
"Shake, I'm married, too."

Why Club Dances Are Popular



The above likeness shows five good reasons why P. E. Club dances are popular and becoming increasingly so. The present Orchestra ranks with any similar organization in this district. From left to right: Chas. Giamo; Robt. Houseman; Max Schuring; Geo. Wheelen and Mrs. Bernice Brainard.

EVER since the organization of the Pacific Electric Club, in 1917, an employee's orchestra has been a source of enjoyment at the various functions held under the Club's auspices. And during this time some very capable musicians have represented the Club.

With due appreciation of the excellent music furnished in the past, the present orchestra seems to have attained a degree of perfection not approached by its forerunners. This statement is based upon numerous expressions heard in recent weeks, particularly following the Annual Ball held at Rutherford's Hall in February on which occasion the Club's musicians officiated.

For the past two years the orchestra has been under the leadership of Max Schuring, Violinist, and no small part of its present proficiency may be credited to his efforts and the interest he manifests. Mr. Schuring has been a member for the past four years.

The orchestra was particularly fortunate this year in having secured as a member Mrs. Bernice Brainard, Pianist. An unusually accomplished artist, Mrs. Brainard is a frequent broadcaster over the radio and many will recall with pleasure her playing at the P. E. Camp last summer.

Robert Houseman, Saxophone and Clarinet, has been a member for the past four years and his ability is well up to the standard of the quintette.

George Wheelen, Banjo, and Chas. Giamo, Drum and Traps, complete the organization. Both are accomplished musicians and their addition this year has aided in rounding out the best orchestra in the Club's history.

Music is rendered by this group at each Thursday night dance at the Club and the large attendance this season

may be attributed to quality and rendition of the newest music furnished. During the past year the orchestra has appeared at some fifty odd entertainments, dinners and dances and are becoming increasingly in demand.

Worse Yet

A man in a London court remarked that it was annoying to have a wife who could cook but wouldn't. But that's not half so bad as having one that can't but does.

Ask Mr. Standard

Sambo (watching the construction of a new gasoline station): "Boy, dem white folks is shur 'telligent."

Sambo's friend: "How come you 'rive at sech a reduction, Sambo?"

Sambo: "Dawgone, dey knows jes' what lots to dig in, fer to get gaso-line."

EMPLOYEES IN HOSPITAL

Roll call at the Pacific Hospital as the Magazine went to press found the following of our family members confined there:

R. A. Jones, Brakeman; L. J. Motorman, No. Div.; F. B. Mendelsohn, Lineman, Elec. Dept.; John Brenchley, Telephone Lineman; Wm. Booth, Car Repairer; P. M. Morse, Motorman, So. Div.; H. E. Miller, Chief Dispatcher; F. T. Gillespie, Wireman, Elec. Dept.

Despite good intentions many of us fail to carry out resolutions to visit our stricken friends. Just a five minute visit works wonders on a sick patient and the visitor will feel better too for having fulfilled his good intents.

Visiting hours at the Pacific Hospital, 1329 So. Grand Avenue, are from 2:00 to 4:00 p. m. and 7:00 to 8:00 p. m. daily.

ST. PATRICK'S CLUB DANCE

The L. A. Freight Department and all the Stations of the Company were featured at a St. Patrick's Dance on Thursday evening, March 18. The "good saint" would have felt gratified had he seen the merry crowd which gathered at the Club to celebrate his day and enjoy the small favors which were given away as souvenirs of the occasion.

Miss Constance Dickson in a bright green costume danced the Charleston in a most delightful manner and was heartily applauded by the onlookers.

The Grand March was led by Mrs. Arnold Winquist and O. C. Black.

Snobbery in Motor Horns

"And now, sir," concluded the motor car salesman, "what kind of a horn would you like? Do you care for a good, loud blast?"

"No," answered the customer. "I want something that just sneers."

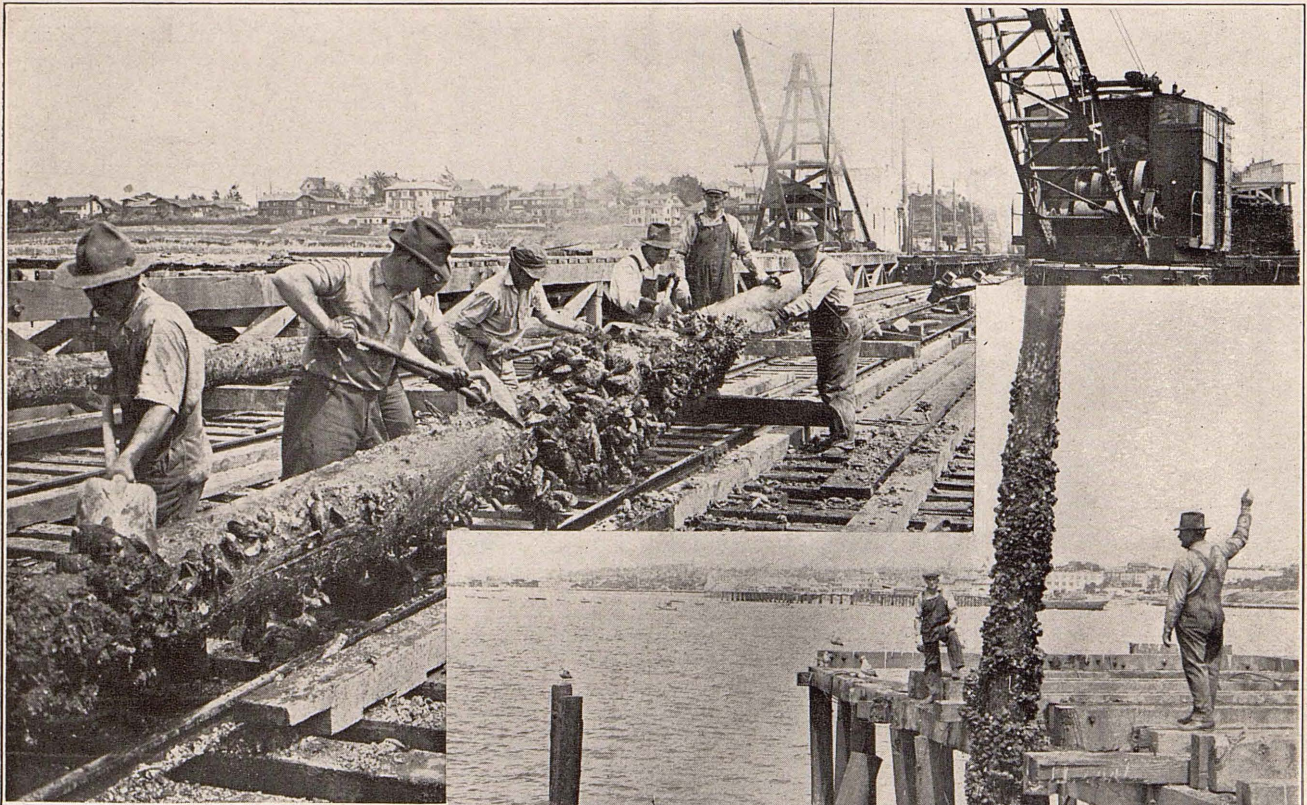
Happy to Tell It

A celebrated singer was in a motor car accident one day. A paper, after recording the accident, added: "We are happy to state that he was able to appear the following evening in four pieces."

COMPARISON OF ACCIDENTS DURING FEBRUARY, 1925 AND 1926

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1926	1925	1926	1925	1926	1925	1926	1925
Interferences with vehicles...	107	109	88	105	167	186	35	23
Collisions and Interferences with cars	5	2	4	0	8	9	0	1
Persons struck	5	5	2	1	7	3	1	0
Derailments	6	10	16	22	17	12	0	0
On and off moving cars	7	14	6	5	6	9	0	0
Miscellaneous	19	20	26	37	36	31	7	4
Total	149	160	142	170	241	250	43	26
	11-D		28-D		9-D		15-Inc.	
Interferences with vehicles	397		423		6.14%	Dec.		
Collisions and Interferences with cars.....	17		12		41.7%	Inc.		
Persons struck	15		9		67.	Inc.		
Derailments	39		44		11.3%	Dec.		
On and off moving cars	19		28		32.1%	Dec.		
Miscellaneous	88		92		4.3%	Dec.		
Total	575		608		5.4%	Dec.		

SPEED MARKS REMOVAL OF OLD NO. 3 PIER



ON MONDAY, February 22nd, the first blows were struck toward the wrecking and removal of Wharf No. 3, Redondo Beach. Only a few weeks remain until it is entirely razed and only such of its salvage as may be used again will remain to memory.

With a crew of twelve men, an acetylene outfit and a steam locomotive crane the big pilings are being removed at what would appear to be near record-breaking speed. The value of modern power equipment here clearly demonstrates what a great factor it has become in industry and incidentally, rather emphasizes the puny efforts of man power.

The pilings are broken off at the ocean bed and hoisted on deck with a crane where all the marine growth, in many instances weighing fully a half ton, is cleaned off. Later they are loaded into cars and shipped to the Store Department at Torrance to be placed in stock for future use.

The acetylene burning outfit is used for cutting off the bolts which tie the deck timber together, thereby creating a great saving in time and labor, as the bolts are badly rusted and difficult of hand removal. In such work hack saws were formerly used.

Wharf No. 3 was constructed in 1903-04, at which time the modern practice of creosoting pilings had not been fully developed, nor its advantages entirely proven. Like similar structures of its day the pilings were not long in succumbing to attacks of



sea insects. Replacements at a later date were made with pilings creosote-treated until every original one had been replaced. As showing the resistance power of pilings so treated, upon removal, 95 per cent of them, on close inspection, have proved to be in almost as good condition as the day they were driven, and this notwithstanding the fact that many have been submerged for fifteen years.

As showing the tremendous increase in modern building costs, this wharf was originally constructed at a cost of \$65,700. Despite perfection and time-

saving qualities of modern day heavy construction appliances, a duplication of this wharf could not be produced for three times its original cost.

D. E. Plank, B. & B. Supervisor, is directing the removal of this wharf, with F. L. Manley, Foreman in active charge.

His Handicap

Staunch Captain: "Now, then, my hearties, fight like heroes till your powder's gone—then run! On account of this rheumatism in my leg, I'll have to start now."

THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News
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Employees of the Pacific Electric Railway.

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

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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.

Foundations

FROM my office window I have been watching a steam shovel at work. It is digging a great hole in the ground. Already the hole is deep, but each day the shovel scoops out more truckloads of earth, and sinks deeper.

At various points workmen are digging rectangular pits that go down still further. These pits are for steel and concrete piers.

Very soon—for the work proceeds so smoothly and swiftly—a fine building will rise over this excavation.

I shall always have faith in that building, for I saw the foundations dug and I know they went down deep.

A building is like a life. People do not pay much attention to a man until he begins to get up in the world. Then they appreciate his strength, admire his inflexibility of purpose, and appraise his character and achievements.

What a man is, however, depends upon his foundations. Sometimes it takes fifty years of preparation to fit a man for his real work.

No amount of pains, study and experience is wasted, if it qualifies us to meet our great opportunity.

Reputation may be attained in a single day, but character is forged by the Hammer of Events upon the Anvil of Time.

While you make history, your history is making you.

Today may be a day of drudgery, of a round of tasks apparently meaningless and without importance. And yet today we are digging the foundation.

And if we work with care and conscience, some future day our own fine building will rise upon this spot and tower to the encouraging skies.

—Harry A. Earnshaw.

Eighteen Traffic Tips in Four Weeks' Time

WHAT appears to be a record in the number of passenger traffic tips furnished by this Company's employees within the shortest time period, was disclosed last month by the Passenger Department of the Southern Pacific Company.

Wm. E. Reed of our Freight & Passenger Account Bureau, supplied a total of 18 tip cards involving the movement of passengers to all parts of the United States. All of tips furnished by Mr. Reed were collected by him in less than four weeks.

Just how many resulted in the sale of tickets over Southern Pacific lines after solicitation by representatives of the Southern Pacific Company had not been determined as yet, but it is known that eight had been routed via Southern Pacific, with prospects of more to follow.

"I just keep my ears open and put in a boost for Southern Pacific service whenever anyone makes a remark to me about making a journey" is Mr. Reed's modest explanation of how he secured such a large number of travel prospects. He added that persons with whom he got in conversation in his daily commuting between Santa Monica and the city proved a good source for tips.

ANOTHER CITY FAILURE

The experiment of municipal operation of trackless trolley and surface lines on Staten Island, New York, has proved a failure at a 5-cent fare, according to figures and a study by engineers of the metropolitan city.

Trackless trolley operation has cost the city \$346,232, that having been the loss from October 13, 1921, to December 31, 1925. Municipal operation of the lines of the Staten Island Midland Railway Company has cost the city \$371,276, that being the deficit on a 5-cent fare from January 1, 1921, to December 31, 1925.

According to the survey the average cost of carrying a passenger on the trackless trolley lines has been 10.48 cents, if depreciation of the department is not included, and 12.42 cents with a proper allowance for depreciation.

NEW 'PHONE PHENOMENA

The first trans-Atlantic two-way wireless conversation was held between New York and London on March 7th, coincident with the fiftieth anniversary of the birth of the telephone.

One-way conversation with England was first established in 1923 and this latest event was the result of the experiments that have been going on continuously since that time. The transmission from New York over the 3000 mile gap was on a 5260 meter wave length and from London on a 5750 meter wave length.

A one hundred kilowatt (100,000 watts) 35 tube transmitting set was utilized in each operation.

Government Ownership is Blow to Enterprise and Initiative, Says Herbert Hoover

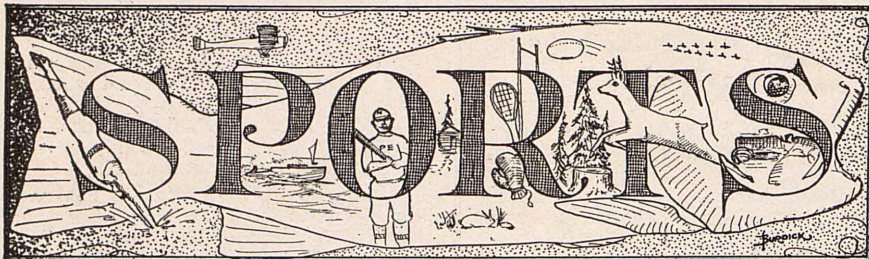
Honorable Herbert Hoover, Secretary of Commerce, in speaking of municipal and government ownership, says:

IF I BELIEVED for one moment that this adventure would reduce rates, that it would produce better service, that it would decrease taxes, that it would benefit the employees, that it would maintain discovery, initiative, and advance in the development of these services, that it would not wreck our democracy, that it would strengthen the foundations of social and spiritual progress in America, or even that it would do a few of these things, I would unhesitatingly accept this proposal, stupendous as it is.

"But I do not believe it. I am convinced, not only from the experience of our own country, but from the attempts made abroad, that Government operation is a step backward in every one of these propositions. It is the negation of progress. America has found the true road of advancement in these enterprises through sustained initiative and equality of opportunity to our people, with public control to prevent abuse. Our salvation consists in following this line with increasing intelligence and devotion.

"We have constructed our Government upon the theme that its major purpose is to preserve human liberty amid the changing social and economic scene. If we divert it to the changing of money we shall have lost sadly for the future.

"And paralleling and paralyzing every argument against Government operation is one insistent note. That is the preservation of the vital initiative and enterprise of our people. This is the mainspring of efficiency and progress. Bureaucracy is the dead hand on initiative. Government can correct abuse without entry into business. If it cannot, then democracy shall have failed."



ALL ABOARD FOR LAS VEGAS

At 5:00 p. m., Friday, April 23rd, a large delegation of members of the Rod & Gun Club and their families will board a special train at the Arcade Station for another trip to Las Vegas and St. Thomas, Nevada.

On Saturday morning the train will arrive at Las Vegas where breakfast will be served, after which they will proceed to St. Thomas, Nevada, where a sight seeing trip will take in the Lost City, a Rodeo in the afternoon and electric Pageant at night.

Saturday night the party will return to Las Vegas.

Starting at 8:00 a. m. Sunday morning a big rifle and Blue Rock Shoot will be held between six Blue Rock teams and two rifle teams.

A ball game between the Union Pacific team and the Pacific Electric team will be played in the afternoon, starting at 2:00 p. m. which will wind up the program.

Returning the train will arrive in Los Angeles Monday morning, at 7:00 a. m.

The sleeping cars will be chartered for the trip at a cost of \$5.00 per person. Free transportation will be furnished for active employees and entirely dependent members of their families.

The number that can be accommodated is limited and those desiring to go on this trip should register as soon as possible.

WINNING SHOOTERS TO FORM TEAM AT LAS VEGAS

The next gun shoot on the Club's program is scheduled for Sunday, April 11th, starting at 10:00 a. m. This will be a combination rifle and shot gun affair and the last regular shoot to be held prior to the big trip to Las Vegas.

The results of this day's sport will determine which shooters are to represent the Club in the Las Vegas contest and the five men qualifying for the rifle team will hold a practice shoot on April 18th, this to include high power rifles and pistols.

At the March meeting of the Club it was voted to offer a total of seven medals to be awarded to the seven members securing the greatest number of new applications for membership in the Rod & Gun Club in the various departments. Only those not in supervisory capacities may compete for these medals. No medals will be awarded on less than ten applications and the contest will close with the August meeting.

Now is your opportunity to show what you can do for the Club.

Sportsmen Charter Camp For Opening of Trout Season on May 1st

THE members of the Pacific Electric Rod and Gun Club will stage its annual outing to the Pacific Electric Vacation Camp to open up the trout fishing season on May 1st.

Mr. Vickrey will make the trip to the Camp in time to have everything in readiness for the large party on Friday night, April 30th, so those leaving Los Angeles any time Friday can be assigned accommodations when arriving at the Camp.

Arising early Saturday morning, breakfast will be served after which all will journey to the lake and proceed to wreck havoc with the finny tribe.

After the Saturday clean-up, in case there are any fish left, we will look them over again on Sunday. In other words, nothing to do but fish, eat and sleep and from preparations being made, all are due for one grand time.

Remember the accommodations will be limited so it must be a case of first come, first served; if you want to go, make your reservation early.

Field Captain Jake Geopfert has promised some good prizes which will be awarded to the lucky fishermen.

THIRTY-TWO DISPLAY WARES AT LOS CERRITOS SHOOT

The regular monthly shoot held on March 14th at the Recreation Field, Los Cerritos passed as per schedule. A large crowd of shooters, including visitors, were on hand and some keen competition and good sport enjoyed in the rifle range. Following are the scores made by the blue rock shooters.

Roy Spafford	45x 50
F. L. Manley	41x 50
E. A. White	19x 50
K. Thompson	81x100
E. R. Smith	16x 25
A. B. McLeod	43x 50
K. L. Oefinger	71x 75
W. J. Hodge	42x 50
C. J. McDonald	18x 25
E. J. Hasenyager	32x 50
M. R. Ebersol	17x 25
H. L. Wiggam	17x 25
J. L. Cowley	22x 25
A. O. Williams	32x 50
R. S. Walley	55x 75

Visitors

Helen Spafford	10x 25
J. T. Dowin	91x100
L. Alyea	44x 50
Mr. Groat	70x100
W. H. Dutton	21x 25
Mrs. Groat	88x100
M. Alyea	37x 50
G. A. Smith	118x125
J. W. Wood	60x 75
J. E. Royer	49x 75
R. L. Alyea	113x125
L. H. Lutes	13x 25
J. B. Worley	77x100
M. Reed	70x 75
C. C. Worley	6x 25
H. W. Wills	11x 25

A revival was raging in a Virginia colored church. The fruits had been considerable. One obdurate soul, however, resisted the efforts of the elder. Called to account for his reluctance, he replied:

"Yo' see how it is, Elder. I'se got a problem. I don't see how I'se gwine git mah shirt on ovah mah wings when I gits to Glory."

"Dat ain't yo' problem," retorted the exhorter promptly. "Yo' problem is how is yo' gwine git yo' hat on ovah yo' horns."—Everybody's Magazine.



P. E. Rod & Gun Club members and visitors ready for assault on targets at Los Cerritos Recreation Grounds, Sunday, March 14th.



New Service is Aid to Shipper

“Trap Car Switching” Now Rendered to District Shipper Eliminates Costly Drayage Bills

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

AN INNOVATION in freight service has recently been established in Southern California, known as “Trap Car Switching Service,” which will result in a large annual saving to shippers and receivers of less than carload freight shipments.

Traffic managers, jobbers, shippers and receivers have been urged to investigate the possibilities of this type of service in the handling of their shipments, as carriers have considered it quite convincing that the arrangements as published, will not only mean a convenience in service but will produce material savings in the transportation expense of less carload traffic.

Eliminates Draying

Under this arrangement, in lieu of draying less carload shipments to the freight depot, they may be loaded in car at industry or warehouse tracks and the rail carrier will switch to its depot for a charge of \$2.70 a car, providing it receives a line haul revenue on the shipments aggregating \$15.00 or more or if destined to points on another line, will switch to interchange with connecting line at this rate. Likewise, incoming less carload shipments will be switched in car to industry or warehouse tracks from depot or interchange, subject to aggregate line haul revenue of \$15.00 a car, at the \$2.70 rate.

While the so-called “Trap Car Service” for the handling of less carload freight has been in effect in some eastern cities, the establishment of this privilege in California became effective on California intrastate business on March 25th, and as to interstate business, will be made effective on April 20th. Appropriate tariff publications covering the arrangement have already been distributed to shippers by the various rail lines, which are made in conformity with a recent decision issued by the Railroad Commission of the State of California as a result of its consideration in Case No. 1980, which has been pending for the past two years before that judicial body.

As illustrative of the convenience in service afforded by this arrangement, receivers served by private industry tracks may request trap car switching service on an aggregate of less carload shipments arriving at the Pacific Elec-

tric freight depot in Los Angeles and such shipments will be consolidated into one car and switched to the industry track for the charge of \$2.70 per car, subject to the condition that the aggregate line haul revenue amounts to \$15.00. In the event such aggregate line haul revenue is less than \$15.00, the receiver may have such trap car switching performed; however, he will be called upon to assume the deficit between the minimum line haul revenue of \$15.00 per car and the aggregate line haul revenue of such less carload shipments.

Shippers served by industrial tracks within Los Angeles switching limits of Southern Pacific Company, Union Pacific System and Atchison, Topeka & Santa Fe Railway may load less carload shipments in car and have same switched over to Pacific Electric Railway freight depot for switching charge of \$2.70 per car, when for line haul movement by this line and subject, of course, to the aggregate line haul charges equaling the minimum line haul revenue of \$15.00. Similarly, on inbound traffic line hauled by the Pacific Electric, such less carload shipments may be switched to the industry for like charge.

Details of Service

Shippers desiring to avail themselves of trap car service for forwarded business may order from carriers car for such loading. When loading is completed shippers will be requested to seal such cars and place in cars bills of lading covering the shipments so forwarded. The car will then be switched to the carrier's depot, where warehouse forces will unload, check and transfer contents to other cars going to their respective destinations. Bills of lading will be signed by the carrier on checking out the contents of the car at the depot.

Similarly on received traffic, the carrier will load the aggregate shipments into the trap car, check same against the freight bills, copies of which will accompany the car to the industry track or final place of delivery, which will enable the consignee to check out such merchandise shipment against the copies of freight bills.

In short, the trap car switching arrangement provides a service which

should operate to reduce the ordinary handling expense between the freight depot and the industry, and because of the interest which has been so far manifested by shippers and receivers of freight in the inauguration of trap car switching service, it is believed that the majority of shippers welcome this arrangement.

NEWS FROM L. A. HARBOR

By J. M. McQuigg,
Agent, San Pedro

The American Salt Co., now erecting a plant on the property of the Outer Harbor Dock & Wharf Co., expect to begin operation by May 1st. The estimated cost of this plant and equipment is \$50,000. The company will manufacture a high-grade table salt packed in various size packages. Its crude salt is shipped by boat from San Quintin, Mexico.

When the plant gets into production, shipments are expected to aggregate 2000 tons monthly. Two cars of crude salt were shipped last month to Los Angeles to be used by ice cream factories and a large part of their shipment, for the present at least, will be crude salt.

Western Oil Refining Company's plant located in the West Basin is completed and operation is expected to commence shortly. The investment represented in this property is fixed at \$500,000.

A loadng wharf in the west basin just adjacent and across Harbor boulevard from their plant, is also to be constructed at an early date. This will make the fourth large refinery built in the harbor district since 1922. The erection of these costly properties indicate that the far-visioned oil companies are expecting large petroleum export shipments for many years to come.

Shipping at the Harbor still continues to be brisk with a slight increase over January. The month of February shows 3861 cars steamer freight, including merchandise, and 2959 cars lumber, making a total of 6820 cars. By adding 30 per cent increase to the above, which would be a low estimate for the amount of freight moving from the harbor by motor truck, we gain a fair idea of the vast amount of shipping being handled at this port.

The Harbor Department is preparing to fill in balance of city land between Wilmington and Long Beach city limits, east of Consolidated Lumber yard, Wilmington, where the new viaduct on Anaheim boulevard is being built and under which the rail lines

are to enter the Harbor district. Dredging for this fill will come from the East Basin at Wilmington. As this appears to be the last strip of low ground that the Harbor Department has to fill, we are in a quandary where the Harbor Department will put dredgings in their future operation at the port.

Steamer Nyhaug, from Lisbon, Portugal, handled by Flood Brothers, discharged 2500 tons silver sand—chalk and clay—latter part of February at Pier 1, San Pedro, for local points in Southern California. Also had a new commodity to be handled as an import at this port—400 tons cork, which came from Lisbon. The cork is to be used in manufacturing of bottle stoppers, gaskets, linoleum, etc.

During the month of February, five cars of copper bullion were exported to Havre, France. This is another new export to be handled from this port. The copper was shipped from Arizona via Santa Fe and value was placed at \$57,000.

The Pan American Petroleum Company has been rushing the construction work on their storage reservoir at Lomita. The Pacific Electric during the months of February and March handled approximately 400 cars of sand, rock, gravel and cement to be used in the construction of same.

The capacity is 4,000,000 gallons or 651,000 deadweight tons. If this oil was loaded into 12,600-gallon tank cars it would make a train reaching from Los Angeles to San Diego.

JAY WALKERS ARE ACCUSED

"Jay walking" is responsible for the greater number of accidents in traffic. Careless walkers are involved in two-thirds of all street and highway accidents. Experts searching into the cause of accidents find that fatal collisions of automobiles with pedestrians seem to be increasing more rapidly than the total number of fatal accidents. This is taken to indicate that drivers have made greater progress in safety than pedestrians. It is urged that pedestrians should be taught how to walk in safety. A species of education is being given in those cities which have traffic stops at intersections, requiring pedestrians, as well as drivers, to move in conformity with signals. This innovation unquestionably has bettered traffic conditions. There is just as much reason why pedestrians should be regulated in going through traffic, as there is that drivers should move under restrictions and acceptable regulations.—Pasadena Star-News.

No Noose Is Good News

"Have you anything to say as to why you should not swing for this crime?" asked the judge.

"Yer Honor, swingin' makes me dizzy," complained the prisoner. "I'd prefer to skip the rope."

"So you are a salesman, are you? What do you sell?"

"I sell salt. I'm a salt seller."

"Shake."—Exchange.

Club Bowlers Win League Honors



First place in the Electric Bowling League was the creditable showing of the P. E. Bowlers shown above, two of whose members were selected to represent the league in a bowling tournament soon. Above, left to right: J. Gowanlock; A. Brahm and R. B. McCubbins; below is M. R. Yeager and L. H. Covell, Captain.

WINNING first place in the Electric Bowling League, which closed last month, in competition with twenty-three teams from allied electric industries in Southern California, was the splendid victory of the Pacific Electric bowling team.

Not only did our team win first honors, for which it was awarded a beautiful silver trophy, but individual and team high scores won for them \$110 in prize money. During the season the team won six high series, this being the highest score for the week among the twenty-three competing teams; one high game, with team score of 1006 was registered and R. B. McCubbins was awarded a gold medal for having scored the highest individual average, 190, L. H. Covell was awarded special prize for increase in average.

In addition to these honors two members of the Pacific Electric team were among the first five high bowlers for the season, which won for them the distinction of being member of team representing the Electric League in a bowling tournament early in May. Mr. McCubbins and L. H. Covell, with the creditable season averages of 190 and 183 respectively, are the members from our team to be thus honored.

The team was composed of the following members: J. Gowanlock, Bonding Engineer; A. Brahm, Claim Adjustor; R. B. McCubbins, Signal Maintainer; M. R. Yeager, Conductor, Southern Division and L. H. Covell, Dispatcher, Southern Division. During the season the team scored a team average of 891 and the consistency of their game each week proved too much for opponents.

True Courtesy Knows Neither Color Nor Creed, But Honors All Mankind

Of the many expressions of appreciation of courtesy and service of Pacific Electric employees which have come to attention in months, the incident herein related stands out prominently. The Motorman to whom the writer refers is G. H. Hayes of the Watts Line and to say that we are proud of his action in this instance is putting it mildly.

Here is the letter received by the management from C. Y. Smith, a passenger who witnessed and kindly reported the incident:

JUST a Motorman on the Watts line of the Pacific Electric Railway. But a Motorman may be a king among men. No man, rich or poor, an industrial giant or a common laborer, has a corner on chivalry. Goodness of heart is open to all who want to use it.

As he stood, back to me, with his hand on the electric switch, I could see wrinkles on his neck. As he turned a little, I could see lines on his face,—but they were not lines of age. They had formed naturally, I am sure, from expressions of goodwill towards those he met from day to day. I would say, fifty years of goodness had hallowed his brow. It might have been more. It might have been less.

But the sunshine of his countenance made you forget the years. He seemed to know everybody, and everybody knew him. When a passenger got off the car he had for them a pleasant word or a kind look. The air around him, seemed charged with what you call "atmosphere," and it made me feel good.

Now the woman in the case was quite ordinary looking and dressed quite plainly. She had a young child in her arms, whose little black eyes snapped and sparkled against a background of pure white. Another little boy had hold of her hand as she came forward to the end of the car to get out. Her face seemed worn with care and anxiety. Life, so far, had apparently been none too sweet for her. But in the scramble of existence we often see her counterpart. I venture to say that most of us would have given her not more than a passing glance.

As the car stopped she started to get off but with the young babe in her arms, it was difficult for her to manage the little boy. The steps were steep. He could not get down alone. The mother had reached the ground, but the little boy was left behind. She was in despair.

The Motorman turned toward her, and in the nicest sort of way said, "Let me help you." Had she been a queen, he could not have been more gracious in manner. Setting the brake firmly on the motor, he left his stool, picked up the little boy, carried him down the steps and placed him beside his anxious mother, whose eyes spoke volumes in thanks, returned to his stool and started the car on its way again.

A simple incident, to be sure. It might happen any day, on any line, perhaps, but to my notion, it was unusual. For the woman in the case, was colored.

"Therefore all things whatsoever ye would that men should do to you, do ye even so to them; for this is the law and the prophets."

A RAILROAD MAN'S PRAYER

Pasted on the side of a switch engine belonging to the Northern Pacific is the following railroad man's prayer:

"Now that I have flagged thee, lift up my feet from the rough road of life and plant them safely on the train of salvation. Let me use the safety lamp of prudence, make all couplings with the links of love and let my hand lantern be the Bible, and keep all switches closed that lead off the main line into sidings with blind ends. Have every semaphore block along the line show the white light of hope, that I may make the run of life without stopping.

"Help me to use the Ten Commandments as a working card, and when I have finished the run on scheduled time and pulled into the terminal, may Thou, Superintendent of the universe say: 'Well done, good and faithful servant; come into the general office and sign the pay roll and receive your check for eternal happiness.'"—(Boston Transcript.)

COMPTON LIKES P. E. BAND

Music furnished by the Pacific Electric Band last month at an Industrial Show conducted by the Compton Chamber of Commerce elicited the following letter from George P. Larsen, Secretary:

We are still hearing comments concerning the character of the splendid program which your excellent band provided on Wednesday evening of our show. The city of Compton is grateful to you and your organization and we shall certainly be glad when we can again arrange to have you back with us, in conformity with your own expression that evening.

Therefore, Mr. Watson, we shall look forward to having you and your wonderful band with us at our 1927 show, and further, we want you to believe that we are absolutely sincere when we say to you that we shall long remember the splendid program which you furnished us at our recent show and we thank you heartily for it.

HARBOR GROWTH DURING 1925

Despite the fact that the year 1925 was a comparatively quiet one in many respects, reports from the Harbor Department indicate that there was no let-up in the strides being made by the Los Angeles Harbor to one of world's importance. Here are some official figures of its activities during the past year:

A total of 6,155 steamers arrived and departed from the Port. Of these 1,136 were in foreign trade; 1,179 intercoastal; 3,774 coastwise and 66 in the Hawaiian trade. The American flag was flown from 5,368, British 362, Japanese 125, Mexican 73, French 33, Dutch 35, German 29, Scandinavian 104, Panama 13, Italy 6 and Greek 2.

Increase in tonnage over 1924 was 200,000 tons, while increase in valuation was \$117,000,000, or 16%. The total cargo value handled approximated \$728,000,000, 15% being foreign trade, the balance being coastwise and intercoastal.

SUB-STATION INSPECTORS IN MEETING AT P. E. CLUB

The Automatic Sub-station Inspectors of the Electric Department held a get-together meeting at the club rooms, Thursday evening, March 25, for the purpose of talking over the many problems which confront them in their daily work, as well as to learn more of the new features which are constantly being applied to automatic equipment.

E. S. Mills, Western Division Maintenance Foreman, gave a very interesting talk and explained the Mercury Arc rectifiers which are being used in some railway sub-stations.

Those present were E. S. Mills, J. E. Leake, H. H. Copenhaver, P. R. Day, F. M. Hart, Fred Thomas, M. S. Head, J. B. Rogers and A. N. Collins.

BREEZES FROM MT. LOWE

Manager Clark thus writes from Mt. Lowe Tavern:

Colonel Hersey, Chief U. S. Weather Bureau, and Mrs. Hersey were at the Tavern March 30. While here the Colonel installed an official weather gauge and the rainfall will be reported to him henceforth.

March weather has been generally foggy and light rains during the first and middle of the month. Very little snow has fallen this winter, no heavy falls and none since December. Water supply is plentiful, being helped by the heavy rains last fall.

Northern Division Pasadena employees, were at the Tavern on the evening of March 17th, (St. Patrick's Day), Club Mgr. Vickrey having arranged the outing. Had a dance and supper and left for home at 10:30 p.m. H. E. Rodenhouse did the Charleston. 168 at the table and all seemed to enjoy the outing.

Business at the Tavern is very good. On March 30 the house was practically sold out for Easter. Week-end business is particularly good.

MOTOR COACH ROUTE CHANGE TO AID GLENDALE TRAFFIC

For the purpose of co-operating with the city of Glendale in its growing traffic problem at Broadway and Brand Boulevard, re-routing of Pacific Electric motor coach lines, made effective April 1st, is aiding in relieving delays there encountered.

With the intent of eliminating left hand turns at this intersection, motor coaches on Line No. 1 now travel north on Brand Blvd. to Wilson, west to Central, south to Broadway, west to Pacific and thence over regular route.

Eastbound coaches on Line No. 2 will henceforth travel east on Broadway to Louise, south to Colorado St. and there proceeding over regular route. No change is made in west-bound coaches on Line No. 2.

Line No. 3 motor coaches now travel north on Brand to Wilson, west to Columbus, thence over regular route.

The foregoing changes effect the elimination of 110 left hand turns daily at this busy intersection.

Beginning Friday, April 1st, detours on Line No. 1, made necessary during the past six months on account of paving of San Fernando Road and construction of bridge across wash at Adams and Palmer Street, were eliminated and coaches now travel over previously established routes.

SAFETY CONFERENCE ADOPTS NATIONAL UNIFORM CODE

The second National Conference on Street and Highway Safety, presided over by Secretary Hoover, adopted a model nation-wide traffic code last month, following in the main the recommendations of a committee of experts.

Its general provisions included:

A minimum age limit of 16 years for automobile drivers; 18 years for chauffeurs and school bus drivers, and 21 years for drivers of public passenger-carrying vehicles, with abolition of temporary permits.

A speed limit of 20 miles an hour in residential zones and traffic-controlled business sections; 15 miles in business areas where there is no traffic control and 35 miles in rural districts.

ANOTHER S. P. 'BIZ' GETTER

Personal solicitation of a friend by C. A. Hallett, Motorman, Northern Division (Pasadena,) resulted last month in the sale of a round trip ticket to Boston via Southern Pacific lines which otherwise would have been routed over a competing line.

Mr. Hallett, having heard of his friend's intended trip and route planned, called upon him and influenced the purchase of a ticket over Southern Pacific lines. Moreover, he accompanied the traveler to the Southern Pacific ticket office in Pasadena after the latter decided to go via our own company's lines.

The interest manifested by Mr. Hallett is indeed worthy of the official commendation he received.

Outstanding Facts Concerning Shop's Expanse, Their Investment and Utility

EMPLYING an average of 1250 workers throughout the year, the mechanical shops of this Company are equipped to perform practically every feature of repair and maintenance to which passenger, freight, electric locomotives and motor coach equipment are subjected. The bulk of repair work is carried on at the Torrance Shops, covering 125 acres, while inspection and emergency repairs are taken care of at the Sherman, San Bernardino, Macy St., Riverside, Long Beach and Pasadena shops.

Some idea of the extent of the Shops and the Company's investment therein may be gained by the following information, prepared by Willis M. Brooks:

SHOPS AND CAR HOUSES—

Area under roof—sq. ft	558,530, or 13 acres.
Single track mileage within shop yards,	23.3 miles.
Value of shops and car houses	\$ 1,483,000.00
Value of rolling stock maintained	12,900,000.00
Value of shop machinery	400,000.00
Annual payroll	2,000,000.00
Average number of employees	1250

ROLLING STOCK—(Active equipment only.)

Passenger and Combination Cars	920
Express and Mail Cars	27
Motor Power Cars	10
Electric Locomotives	52
Gas Electric Locomotives	2
Gas Power Car	1
Steam Locomotive	1
Misc. Bonding, Tower Cars, etc.	93
Freight Cars	2865

Total 3971

In addition to above 171 Motor Coaches are maintained. They represent an original investment in excess of \$1,500,000.

TIP GETS CARLOAD BUSINESS

The Magazine takes pleasure in acknowledging and extending congratulations to Mrs. Edith Milburn of Car Service Agent Maison's office for her having become the first of our feminine employees active in supplying traffic tips.

The accompanying letter from Freight Traffic Manager Day to Mr. Maison explains the commendable activity of Mrs. Milburn:

"This is to advise that, due to a traffic tip, furnished by Mrs. Edith Milburn of your office, representative of this Department called upon Mr. Geo. M. Wise, 324 East Flower street, Bellflower. Representative was successful in securing one carload of emigrant moveable from Palo Verde, on our Santa Ana Line, to Nord, Calif., on the Southern Pacific Line.

"This shipment had previously been solicited by representatives of the Southern Pacific Company as well as the Union Pacific Company, and Mr. Wise had intended to truck same to Norwalk loading in the car at that point.

"Due to the alertness of Mrs. Milburn the Pacific Electric not only secured some unexpected revenue, but saved Mr. Wise the unnecessary trucking expense to Norwalk.

"I take great pleasure in congratulating you upon having employees of this caliber in your department, and commend Mrs. Milburn for her attentiveness to the interest of the Pacific Electric."

LET US TAKE TIME—NOT LIFE

In 1924 the vehicles of the Standard Oil Company of Indiana crossed railroad tracks 31,000,000 times without an accident, an average of 85,000 safe crossings per day.

Why no accidents?

Because the drivers did not cross tracks until they knew no train was approaching.

Had all other drivers employed the same good sense, not one of the 2149 persons killed at railroad crossings in 1924 would have perished and not one of the 6525 injured would have been maimed.

All of us have known these things for a long time, but we often fail to apply the knowledge.

"Wisdom is the principal thing; therefore get wisdom; and with all the getting, get understanding," says the good book.

In other words, think!

The perils of the railroad crossing exist only for the careless.

The price of safety is caution.

The penalty of carelessness is disaster.

These are not man-made laws; they are nature's laws and nature always enforces her decrees.

The choice is ours. We pay the price or we suffer the penalty.

Let us cross crossings cautiously—every time!—Modesto (Calif.) News.

A man is but a worm of the dust—he comes along, wiggles around a while and finally some chicken gets him.—Exchange.

DEPARTMENTAL NOTES

ACCOUNTING DEPT.

By George Perry

We have had good news from two of our friends. Mrs. Anna Smith, who has been ill for some times, has been moved from the Pacific Hospital to Tujunga Sanitarium. Her many friends in the office sent an Easter lily to brighten her illness. We are looking forward to the time when she will be with us again.

Our "Daddy" Briggs, who has been in the Pacific Hospital with pneumonia, was taken to his home in Santa Monica, Sunday, March 28th. His condition has so greatly improved that we will certainly see his smiling face before the end of April.

We are glad to see Mrs. Dale, head of the Stenographic Bureau, back with us again after her illness from vaccination. She was very ill, but cheerfully "thanks her stars it was not smallpox."

The Stenographic Bureau was the scene of much excitement this month, the cause being the marriage of Joyce Phillips to H. Williams, and for a wedding gift was given a Pyrex pie dish with silver tray and server; also the marriage of Lillian Yates to Bert Chamberlain, their wedding gift being a Pyrex casserole and silver bread boat.

Congratulations and best wishes to both couples; may their married life always be a honeymoon.

The gloomy weather we have been having does not dishearten the vacationees, as the list indicates:

Mrs. Edna Abell, Denver.
Mrs. Esther Craig, home.
Burnadette Stoffer, home.
Eleanor Fisher, San Francisco.
Emma Green, Huntington Lake.
Mae Allen, home.
Mrs. McDermott (leave of absence), home.
John Zetan, home.

"So's Your Old Man."

MECHANICAL DEPT.

By Willis M. Brooks

Frank Walker, for sometime confined in the hospital has been released and plans to spend two weeks convalescing in San Diego.

There must be something of romance in the art of the smith, for he has long been extolled in prose and poetry.

The somber darkness of the shop, emphasized by the flickering flames of the forges; the sudden glory of star crowned eruption, as some hissing metal is drawn from the fire; the rhythmic song of the anvil as the beat-

ing hammers mould the iron to the will of the smith, all combine into a mental impression of potent forces, working at the command of some holder of a magic ring.

Jack McEwing, Foreman Blacksmith, sits in his little glass walled office and keeps a watchful eye on the surrounding activities.

To him, however, there is no romance. The only romance he knows (when he gets to the shop) is to get the work out, keep the cars moving, and keep peace and harmony among his busy smiths.

He does it, too, for you never get aught but a cherry welcome from smith or helper as you pass through the shop.

The sudden growth of the motor coach department has presented some interesting problems to the mechanics in the Machine shop handling motor overhauls.

Many economies have been worked out and operating efficiencies perfected. Among the last we notice that worn draft shaft pilot bearings, formerly scrapped, are now split and refitted on the shaft, doubling their life.

Differential housings, also previously scrapped, are again used by filling the worn surfaces, reboring the bearing surface and the bearing refitted with a housing as good as new and a saving of \$50.00 or \$70.00.

Formerly the overhauled motor coach was "broken in" in service. Now the motor is "broken in" by being run from a belt drive for about 48 hours.

The differential is also broken in by belt drive at the same time, by setting up in a frame and also run for 2 or 3 days.

Oswald Martin, of the Freight Repair shop, is on vacation.

Wm. Walmsely, Blacksmith Peter Brown's helper, has been transferred to Butte St., and advanced to the position of Blacksmith.

D. Cain, after a painful period of eye trouble, is again on the job.

Frank Dowling, of the Mill, is recuperating and expects soon to be at work.

Eldon Gilliam of the Mill, lost his pay check and never knew it. The check was found and turned in. When Eldon was so advised, he was sure it was some other Gilliam, that other Gilliam working on the Southern Division.

However, when Eldon got home he rustled right over and gathered the check in. It was his'n.

Earnest Locke, Cabinet Shop, reports that Foreman Joe Tindall got Cuba on his radio the other evening.

Joe says this is a mistake, he only got San Diego.

Harry Clark, General Foreman, Electrical and Air Brake, says he doesn't know a — thing, then orders us to cut that statement, so please consider it out.

On Saturday, March 27th, Mr. and Mrs. James Gilbert of San Bernardino, celebrated their 26th wedding anniversary by visiting the scene of their honeymoon days in Riverside and again living, in retrospect, the happy days of their early married life. After dinner at the Mission Inn at Riverside, they returned home to be agreeably surprised by some twenty friends and fellow members of the P. E. family.

It was a real surprise. Jim stuttered and blushed, as rosy as any bridegroom, before he gained sufficient command to greet his guests and accept their congratulations.

The celebration was, in fact, a double one, for it was also Mrs. Gilbert's birthday.

A delightful evening of games and reminiscence followed.

All honor and happiness to Mr. and Mrs. Gilbert for the constancy of their devotion and congratulations from all the family.

We are sure that none of the "old guard" have forgotten genial Charley Merrill, formerly Assistant Chief Clerk of the Mechanical Department. Charles retired because of a nervous breakdown and has since devoted himself to several occupations in attempting to regain his health.

We drew up at the Sunset Service Station in Beaumont the other Sunday and there was Charley, furnishing the man power on the gas pump handle.

He expects to locate permanently in Beaumont and will welcome any of his old friends who pass that way.

WESTERN DIVISION

By E. C. Brown

Returned to work after a serious, but successful, operation at the hands of our Medical staff, the many friends of Motorman Gus Karnagg are happy to see him again in improved health.

Motorman M. R. Skemp is justly proud these days following glowing praise by music critics of his daughter's piano talent displayed at a recent public recital.

Conductor R. E. Hobbs now is a full-fledged Third Degree Mason. He was ably assisted in being so honored through the kind assistance of F. F. Leninger, Night Depot Master.

Conductor M. M. Wood reports that his change from car to bus was a pleasant one. He now holds forth at the front end of a Pico Blvd. bus line run.

Following a long period on a daylight shift, Conductor C. W. Wood now has a night run and reports that he likes the change.

The next "get-together" meeting of

Western Division Trainmen is scheduled to be held at Sherman, Wednesday, April 21st at 8 p. m.

**NORTHERN DIVISION
EASTERN DIST.
By Mrs. Mary Surr**

O. L. Finley has been transferred from Conductor to Brakeman, and is now working out of Los Angeles.

G. S. Keeley is working daylight freight in San Bernardino.

B. G. Jones is acting as Brakeman on the Corona freight.

J. B. Fox, Conductor, has been enjoying a vacation, most of which he spent fishing.

The Pacific Electric Masonic Degree Team came to San Bernardino March 20th to confer the Third Degree on Motorman D. W. Brown. Officers of San Bernardino Lodge, F. & A. M. No. 348, complimented them very highly for their excellent work on this occasion.

Arrangements have been made with Mr. Pickering to hold the P. E. Trainmen's semi-annual dance at Pickering Park on Tuesday, April 13th. This entertainment is for all employees, and their families, east of Pomona. A good attendance is anticipated for this popular event, as the ballroom at Pickering Park is one of the best in the valley.

On Easter Sunday, April 4th, services were held on Smiley Heights, Redlands, and on Mt. Rubidoux, Riverside. Special train service was operated from San Bernardino and Arlington for the benefit of those who attended this sunrise celebration.

**NORTHERN DIVISION
PASADENA
By R. S. Peterson**

The Pasadena employees' Annual Dance and Entertainment was held at Mount Lowe Tavern on the evening of March 17th. Mr. Vickery, manager of the Club, is due many thanks for his efforts in arranging this delightful affair enjoyed by all the 160 in attendance, which included family members. Also, we are indebted for the hospitality shown by Manager Clark, of Mount Lowe Tavern.

Motorman H. M. Partch, who just returned from a leave of absence to his former home in Denver, says that it is still clutched in the toils of the rigors of winter and that sunny California looks good enough for him.

The metal signal arms, with which all the motor coaches at Pasadena have been equipped, are now operating very satisfactorily, not only increasing the efficiency of the service by avoiding traffic tie-ups, but also reducing accident, as these signal arms can be observed by motorists much more quickly than the cloverleaf signals.

Anticipation becomes realization! The Terminal Foremen at Pasadena are now enjoying the new switchboard recently installed in their office through the efforts of Messrs. Hume, MacLeod and Gonzales. It replaces the old switchboard which has been in use here for many years.

The club rooms at the North Fair Oaks Carhouse, now awaiting furnishings, such as pictures, furniture, etc., will be the sojourn of many of our employees where they will while away pleasant times in reading and playing games and becoming better acquainted with one another.

**STORES DEPARTMENT
By Fred B. Hopkins**

The many friends of Duard E. Porter are pleased to welcome him back to the job after a month's leave of absence, and which, we are glad to observe, has been of great benefit in the recovery of his health, it having been quite impaired.

But we were sorry to lose our young friend, Grady Kelly, who resigned his position as Assistant to Section Storekeeper, Roy Ewing, on Saturday, March 27th, to go to his old home in Arizona. Grady had been but a short while with the Store Dept., but during that time had made many friends. His successor is William Grover, formerly of the Stores-Shop Delivery forces.

Many of us in and around the Store at Torrance that have heard about it are awaiting with pleasant anticipation to see our mutual friend, Frank Winterberg, drive in his new Oldsmobile one of these days. Frank admits that that's what comes of living in Pasadena. However, as Jiggs said, "There's no day like pay day" and we recommend that day for a demonstration.

And now our thoughts turn to Max White, who has just returned from his vacation of two weeks. Max has had a very delightful time at Santa Cruz and in entertaining a distinguished visitor, his uncle, Mr. Alexander Szeckler of Rio de Janeiro, Brazil, who is in California in connection with the moving picture industry.

On March 6th there arrived at the home of Mr. and Mrs. Herman N. Shafer in Los Angeles a baby girl, weighing 8 pounds. "Doc" Shafer was formerly in the Chief Clerk's office at Torrance and is now one of the personnel of the Purchasing Agent's Office. His many friends are pleased to extend congratulations.

Also a 9-pound baby girl is reported at the home of William S. Clark, Assistant to Stationer Charles Wakefield. Arrival March 9th, 1926. Mr. Clark was recently made Assistant Stationer, succeeding Joseph Malik, who resigned to accept a position as Stationery Store-

LONG BEACH & HARBOR

By V. L. Swart

Our old friend, W. H. "Tex" Lowry, who is convalescing up in the Tehachapi mountains, dropped in on us during the past month to say "hello" to the gang.

"Tex" is looking better now than at any time during the past year, and with a few more months of the bracing mountain air, expects to be his old self once again.

Catherine Anderson is off duty on account of sickness.

We may expect DX records to be shattered soon—Jimmy Mosey having acquired a new super-receiving set.

Night Foreman Dick Anraad has fallen for the "lure of the open road" and gathered unto himself a "Mystery" eight.

Dick says that with a little more practice he intends to challenge Motormen Art Hotzell and Walter Mooney to a race for the "champeenship" of the Southern Division.

Eric Johnson of the Truck Department, after giving "Old Betsy" a thorough overhauling, took his annual vacation, and hied himself to the High Sierras.

Upon his return he informed the gang that he had accumulated a new car—a Half-Moon Four. We have learned since, however, that it resembles a half-moon from being wrapped around a telephone post.

keeper for the Pacific Finance Corporation.

Norman Miller is the new employee filling the vacancy left by the promotion of William Clark.

For the benefit of those wondering at the absence of Tom Ashton during the two weeks in March and also of our esteemed Timekeeper, Ralph Curtis, for one week within that same period, we herewith make explanation that they were enjoying their vacations at home in Gardena.

Morris Jessup, formerly of the Stationery Store, is now Assistant to Section Storekeeper Julian Booth, succeeding Sydney B. Miller, resigned.

Roger L. Drake of the Chief Clerk's office resigned the first of March and was in turn succeeded by Leo Fried, formerly Assistant to Storekeeper Fred Dilthey of San Pedro.

Leonard Jones, Special Stock Clerk of Motor Coach Supplies, is the proud possessor of the Oldsmobile formerly owned by Frank Winterberg. The initial "try-out" was a drive to the Palo Verde Country Club, and those present (not mentioning names) aver that it was some ride!



Such Extravagance

"Fadder, give me a dime to go and see the sea serpent."
"Vasteful poy! Here's a magnifying glass; go find a worm."

Knocked 'im Dizzie

There was a young fellow named Izzie,
Who went for a drive in his Lizzie.
His view of a train
Was hidden by rain.
Alas, for poor Izzie—where is he?

The Brute

Hubby: "You're an hour late. What do you mean by keeping me standing around like a fool?"
Wife: "I can't help the way you stand."

Absent-minded business man kissing his wife—"Now, dear, I will dictate a couple of letters."—Ex.

The Miss Understood

He: "I'd like to propose a little toast."
She: "Nothin' doin', kid; I want a regular meal."

An Embarrassing Moment

Professor: "I will use my hat to represent the planet Mars. Are there any questions before I go on?"
Student: "Yes. Is Mars inhabited?"

Lost Memory

Teacher—"Give me an example of an absent-minded man."
Pupil—"The fellow who itched and poured the molasses down his back while he scratched his pancakes."

Joe: "I'm making a will giving all my property to my wife on condition that she marries again after my death."

John: "Why that?"

Joe: "I want to be sure that there will be one man who will be sorry that I died."

Don't trust a man who brags that he is boss in his house. He will lie about other things, too, if he gets a chance.

A maiden lady awakened to find a man in her room. She neither fainted nor screamed. Instead she indicated an armchair and said to him, "Sit down, sir, I want to talk with you."

A half hour later there came a frantic ring on the telephone at police headquarters and an anguished voice said: "There's a burglar in Miss Spinster's house. Send the police at once." "All right," said the chief of police, "I'm sending two policemen right away. Is this Miss Spinster talking?" "No," came the anguished reply, "this is the burglar."

"What started the explosion out at the boss's house last night?"

"The powder on his sleeve when he came home from lodge."

Her Hope

The landlord came to collect the rent from the old negro widow. "Where's your husband?" "Poor Rastus!" she replied, "I hope he's gone where I 'spect he ain't."

Twelve Hours Later

American Visitor: "Why don't they show a comedy instead of this scenic?"

English Host: "Oh, they never show comedies at the cinema in England on Saturday night. They're afraid they'll cause laughter in the churches."—Continent.

First Cat: I hear you had an addition to your family, Mrs. Cat; was it a boy or a girl?

Second Cat: Oh, just six of one and a half-dozen of the other.—Lehigh Burr.

Until the End

"How's this?" asked the lawyer. "You've named six bankers in your will to be pallbearers. Of course it's all right but wouldn't you rather choose some friends with whom you are on better terms?" "No, judge, that's all right. Those fellows have carried me for so long they might as well finish the job."

Jimmy, aged five, was being prepared for bed. Mother hunted high and low, but nowhere could she find a nightgown.

"Well, Jimmy," she said, "you'll have to wear your sister's just for to-night."

Jimmy drew himself up haughtily.

"What?" he asked in astonishment.

"Wear a girl's?"

"Yes; why not?"

"I won't wear a girl's nightgown," said Jimmy, indignantly. "I'd rather go to bed raw."—The National Mason.

Judge: "When you work, what do you do?"

Hobo: "I'm an organist."

Judge: "Why, a man with such talent should never be out of a job. What's the trouble?"

Hobo: "My monkey died."—Exchange.

Fair Passenger: Captain, mother feels seasick! What shall I tell her to do?

Captain: Needn't tell her nuthin'. She'll do it.

He (after long argument)—"I wonder what would happen if you and I ever agreed on anything."
She—"I'd be wrong."

Milligan—"If I be afther lavin' security equal to what I take away, will yez trust me till next week?"

Grocer—"Certainly."

"Well, thin, sell me two av thim hams and kape wan av thim till I come agin."—Tit-Bits.

Difficulty Overcome

A little girl was sent by her mother to the grocer's with a bottle for a quart of vinegar.

"But mamma," said the little one, "I can't say that word."

"But you must try," said the mother, "for I must have vinegar and there's no one else to send."

So the little girl went with the bottle and as she reached the counter of the store she pulled the cork out of the bottle with a pop and said to the astonished shopman:

"There! Smell that and give me a quart!"

A porch light may be very dim, yet have an enormous scandal power.

Mother: "When that naughty boy threw stones at you, why didn't you come and tell me, instead of throwing them back at him?"

Willie: "What good would it do to tell you; you couldn't hit the side of a barn."

Another Chicken Story

One night an old negro heard a flutter among his poultry.

"So I takes down my gun," he says, "an' creeps 'long in de dark. De doah of my chick'n house is wide open an' I stick de revolvah inside an' says, Ef yo' don't come outen dat yo' low down thiev'n niggah who's in dere, I jest blow yo' black head to pieces."

"He don't let on, an' I shout out agen, 'Who's dah?'"

"Den I heah that crim'n'l niggah say, squeaky, like 'e was jest gwine to cry, 'It's only us chickens?'"

Head Work

Diner—My bill, waiter.

Waiter—What did you have?

"I don't know."

"Hash is forty cents."—Judge.

Then and Now

"Are they engaged? I heard him begging for 'just one,' behind the palms over there?"

"Naw! They're married. He was asking for a dollar."

The class was studying magnetism.

"Robert," asked the professor, "how many natural magnets are there?"

"Two, sir," was the surprising answer.

"And will you please name them?"

"Blondes and brunettes, sir."

"When did you first become acquainted with your husband?"

"The first time I asked him for money after we were married."

Misunderstood

She—The idea that it takes a lady an hour and a half to dress is absurd. Why, I can dress for a ball in fifteen minutes.

He—I'd like to see you do it.

She—Sir?

Sample Ads

LOST—Fountain pen by a man half full of ink.

FOUND—A watch by a man with a cracked face.

WANTED—Nursemaid to take care of babies twenty years old.

FOR SALE—Folding bed by a lady that doubles up and locks like a piano.

“How long you in jail for, Mose?”

“Two weeks.”

“What am de cha’ge?”

“No cha’ge, eberytings free.”

“Ah means what has you all did?”

“Done shot mah wife.”

“You all killed yo’ wife and only in jail for two weeks?”

“Dat’s all, then ah gets hung.”

True Story of the Great West

A South Idaho farmer had three beautiful daughters.

The oldest married and moved to Twin Falls, and in a year or so the old man was informed that he was the grandfather of twin boys.

The second daughter also married and moved to Three Forks, Montana, and several years later a wire reached the venerable father that his daughter had given birth to triplets.

The youngest daughter now became engaged and when she said she was going to live at Thousand Springs, the old man fainted.

“Is Jack a loud dresser?”

“Is he? You should hear him hunting for his collar button!”

One Way

Asked to pray for warm weather so that her grandma’s rheumatism might pass away, a five-year-old girl knelt and said:

“Oh, Lord, please make it hot for grandma.”

Teacher (in grammar class): Willie, tell me what it is when I say, “I love, you love, he loves—”

Willie: That’s one of them triangles—where somebody gets shot.

Can You Spell Avoid?

Teacher—Can you spell “avoid,” Jakey?

Jakey—Sure, teacher. Vot is der void?—Ex.

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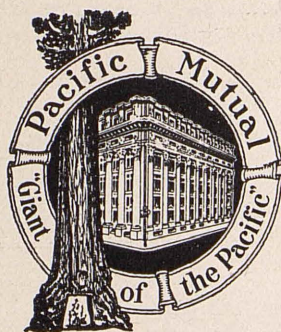
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CONDENSED STATEMENT
THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
December 31st, 1925

ASSETS	
Loans and Discounts	\$36,152,038.39
United States Bonds to Secure Circulation	1,500,000.00
United States Bonds and Treasury Notes	3,229,607.13
Other Bonds, Stocks and Securities	1,317,187.88
Bank Premises	477,765.71
Customers' Liability on Letters of Credit	471,476.81
Customers' Liability on Account of Acceptances	51,684.64
Redemptivo Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	131,726.14
Cash on Hand	\$3,366,809.69
Due from Fedreal Reserve Bank of S. F.	3,374,801.38
Due from Banks	4,917,045.88
	11,658,656.95

\$55,065,143.65

LIABILITIES	
Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided Profits	903,247.20
Reserved for Taxes	42,663.20
Reserved for Interest	25,518.42
Unearned Discount	64,144.71
Securities Borrowed	1,040,000.00
Letters of Credit	485,403.53
Acceptance Based on Imports	51,686.64
National Bank Notes Outstanding	1,500,000.00
Bills Payable with Federal Resreve Bank	900,000.00
DEPOSITS	46,552,479.95

\$55,065,143.65

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

(Signed) G. H. NAEGELE, Cashier

Correct. Attest: Edward Strasburg, V. H. Rossetti, H. F. Stewart

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