



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

LOS ANGELES, CAL., AUGUST 10, 1926

No. 3



Enroute to Summit from Mt. Lowe Tavern.



---

## What is Success?

---

**H**E has achieved Success who has lived well, laughed often and loved well; who has gained the trust of pure women and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem, or a rescued soul; who has never lacked appreciation of earth's beauty, nor failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration, whose memory a benediction.

—Allstrum's *Typotalk*.



# All In Readiness For Big 'Family' Outing

Final Arrangements Made for Annual Picnic Scheduled for Saturday, August 14th. Splendid Programme of Events and Entertainment.

**A**NOTHER joyous Annual Picnic approaches!

All is in readiness to make our yearly family gathering at Redondo Beach, scheduled for Saturday, August 14th, measure up to the splendid standard of the many such happy events we have enjoyed in the past. To do so is the aim of the Arrangements Committee, and certainly their announced programme of entertainment is sufficient, and more, to predict an outing that will prove a joy to the 15,000 odd persons to be present.

Despite a decided slackening of travel over our lines, Vice President & General Manager Pontius, not only consented to the holding of the event, but has given his approval to the staging of it up to the high standard of previous years and no reasonable request for approval of expenditures incident to the pleasure of the day has been denied.

On account of space limitations we will pass briefly over the outstanding events of the day. The official programme records the order, time and place of each feature and by consulting it the entertainment that best suits the pleasure may be selected.

## Picnic Features

As usual there are events and entertainment to suit the fancy of all in attendance. A base ball game, vaudeville, tug-of-war, boxing and wrestling, band concert, grand carnival, fishing, athletic contests are numbered among the big programme arranged by N. B. Vickrey in charge of the Arrangements Committee.

Prizes again will be awarded in the form of cash to the winners of the various events, some \$300 being set aside for distribution to the fortunate ones. The athletic events will be staged on the El Paseo, with few exceptions, will include all of the popular contests held last year. Several new features, including the "human wheelbarrow" race, will be introduced.

The baseball game will again be played on the grounds of the Redondo High School, the competing teams being the General Offices and the Torrance Shops, the latter having defeated the Macy Shops in an elimination game. This contest will start at 10:30 a. m.

Trap shooting on the pier practically all day will be available to those who enjoy the sport. You need not be a member of the P. E. Rod & Gun Club to indulge.

Bathing, dancing, orangeade and coffee will be free to all members of the P. E. family and their guests.

For those who find pleasure in deep-sea fishing, a launch has been chartered which will leave the Redondo Municipal pier at 7:00 a. m. Prizes will be awarded for the best catches; see Capt. Jack May for further details, or just be on hand at the appointed hour and place.

The young folks will come in for their usual large quota of attention. They will be supplied free ice cream, souvenirs, orangeade, bathing, merry-go-round rides, etc., and their physical welfare will be cared for, should the occasion arise, by the presence of Dr. Weber, staff and six nurses.

The pleasure of Mexican employees will again be enhanced by the assistance of Daniel Sanchez of the L. A. Freight Terminal, who, with his corps, will direct them and see that they are supplied tickets to the free concessions.

Ample car service has been provided from all parts of the system, special

cars being scheduled from several distant points through to Redondo and extra cars will be added to many regular trains throughout the day. All should remember that thousands of passes will have to be issued and make their application through regular channel well in advance.

The one unfortunate feature in connection with our annual outing is the fact that every member of our official family cannot attend. Being a public servant the needs of travelers must be served. Heads of departments have a standing order to relieve every possible employee who can be spared, but unfortunately, the nature of the work of some departments will prevent few, if any, being released. In many instances, however, they will be free to enjoy a few hours during the day or evening. The usual provision is made, however, for such employees and their families to enjoy a day's outing at Redondo at any time within six weeks, on which occasion free bath house and dancing privileges will be extended.

The programme which follows give details of all events mentioned, and some about which we have not told. If the day proves a happy one, the Picnic Committee, who have worked enthusiastically and diligently for its success, and the management who have opened the purse string unbegrudgingly, will feel well-repaid for their share in making the outing possible.

We all have the obligation of our presence and to aid in the pleasure of our fellows.

## Athletic Events

Event No. 1. Preliminary Tug-of-War Contest. 3-minute pull or fifteen inches. Five men and Captain to each team. (See Event No. 22).

Event No. 2. 75-yard race for boys over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 3. 75-yard race for boys over 12 and under 16 years. First prize, \$2; 2nd, \$1; 3rd, 75c cash.

Event No. 4. Novelty dressing race for boys, limited to six. First prize, \$1; 2nd, 75c; 3rd, 50c cash.

Event No. 5. 75-yard race for girls over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c cash.

Event No. 6. 75-yard race for girls over 12 and under 16 years. First prize, \$2; 2nd, \$1; 3rd 75c.

Event No. 7. 75-yard race for ladies over 16 years. First prize, \$3; 2nd \$2; 3rd, \$1.

Event No. 8. Human Wheelbarrow race. First prize, \$5; 2nd, \$2.50.

Event No. 9. 400-yard relay race, each man to run 100 yards. Perpetual cup to winning team. First prize \$20; 2nd prize, \$10.

Event No. 10. Three legged race for men over 20 years. 75 yards. First prize, \$5; 2nd prize, \$3.

## Some Picnic Details to Keep in Mind

**A**RRANGE to get your transportation early.

Identification badges will be supplied at Information Booth, located on El Paseo, directly opposite entrance to Municipal Pier. These badges entitle yourself and family to free concessions, which include dancing, bathing, coffee and orangeade and all the arrangements made for your pleasure. Children with badges will receive free ice cream souvenirs bath tickets, merry-go-round rides and right to compete in contests, etc.

Kindergarten and Nursery will be located on the southeast balcony of the dancing pavilion. Hospital, with Dr. Weber and a corps of Nurses, will also be located on the balcony of the Pavilion.

Special trains leave 6th and Main Street Station, Los Angeles, 9:00 a. m., 9:30 a. m., 9:45 a. m., 10:25 a. m., 11:20 a. m. and 12:20 p. m.

Special train leaves Vermont Ave. and Hollywood Boulevard 8:40 a. m., Gardner Junction 8:55 a. m., Sherman, 9:05 a. m., Sawtelle, 9:20 a. m., Santa Monica (Broadway), 9:35 a. m., Ocean Park (Pier Ave.), 9:40 a. m., Venice (Windward Ave.), 9:45 a. m., arriving Redondo Beach, 10:20 a. m.

Special train leaves Riverside 7:15 a. m., and San Bernardino 7:45 a. m., operating through to Redondo Beach, arriving 10:30 a. m.

Regular as well as special service returning from Redondo Beach will be shown on official program to be obtained at employees' information bureau at Redondo Beach on the day of picnic.



## Auto Parking at P. E. Stations Offers Patrons a Great Convenience and Saving

**A**N INNOVATION, expected to aid in development of considerable additional travel over our lines, as well as provide a decided convenience to our patrons, is shortly to be introduced at a number of outlying Pacific Electric stations. The plan embodies the providing of parking space, without charge, on available station property for use of persons purchasing tickets and continuing their trip to Los Angeles or elsewhere on our trains.

For the present, pending definite information as to how the plan will be received, it is the intention to put the scheme into effect at seven outlying stations, which have parking space as follows: Garden Grove, 45 cars; Van Nuys, 30 cars; Monrovia, 27 cars; La Verne, 41 cars; El Monte, 30 cars; Claremont, 20 cars; and Azusa, 15 cars.

With highways more heavily traveled each month and parking space becoming increasingly difficult to obtain close to the business district, it is assumed that many persons will welcome the opportunity of free parking in the city nearest their homes, continuing their journey via our interurban cars.

Convenience to patrons is not the only consideration involved. The average parking fee in Los Angeles, anywhere at all close to the shopping district, is 35c, ranging upward to 75c, which is an out and out saving. In addition thereto is the further saving to be effected by using our trains as against the more than double cost of operating an automobile, a fact not to be successfully disputed.

At the present time arrangements are being made and details worked to put the plan in operation at the seven stations named, after which, if successful in attracting a reasonable volume of additional travel, will be extended to include every station where ground space and other governing factors will permit.

The Agent at each station will, of course, be in charge of cars parked on our property. As is the case in privately operated parking stations, the railway will not assume responsibility for the safe-keeping of vehicles, or their contents, parked on our property.

Event No. 11. Sack race for men over 20 years, 75 yards. First prize, \$5; 2nd prize, \$3.

Event No. 12. Sack race for boys under 20 years, 75 yards. First prize, \$2.50; 2nd prize, \$1.50.

Event No. 13. 25-yard potato race for ladies over 16 years. First prize, \$2.50; 2nd prize, \$1; 3rd prize, 50c.

Event No. 14. 25-yard potato race for boys under 20 years. First prize, \$1.50; 2nd prize, 75c; 3rd prize, 50c.

Event No. 15. Free-for-all race for men, 100 yards. First prize, \$10; 2nd prize, \$5.

Event No. 16. Novelty egg and spoon race for ladies over 16 years. First prize, \$3; 2nd prize, \$2; 3rd prize, \$1.

Event No. 17. Gold Mine Scramble for boys under 12 years.

Event No. 18. Gold Mine Scramble for girls under 12 years.

Event No. 19. Final event—Tug-of-War Contest, final pull, three minutes or 15 inches. Five men and Captain to each team. Perpetual cup and first and second prizes.

—Week-end at P. E. Camp—

Voice: "This is the Bushwah-Blah Radio Company broadcasting from station FOB. Our agent in your town has asked us to announce that unless back payments are made on sets bought, your name will be announced from this station Saturday night.

Before Saturday, eight banks had failed, thirty-two men had committed suicide, and three attempts had been made to dynamite station FOB.

—Aggrievator

## TRUCK AND BUS INTERSTATE REGULATION NOW LOOMS

Evidence to determine whether Congress will be justified in providing for Federal regulation of motor common carriers, both freight and passenger, engaged in inter-State commerce will be taken in Los Angeles August 17 in the rooms of the California Railroad Commission. Examiner Flynn of the Interstate Commerce Commission will conduct the hearing.

Common carriers already subject to the Interstate Commerce Act, which conduct motor bus or motor truck service in connection with their lines, motor bus and motor truck operators competing with them, and noncompeting motor bus and motor truck operators all will be heard at the hearing, and opportunity for all other persons interested to be heard will be provided.

Under present conditions there is no regulation for interstate bus traffic, which condition resulted from decisions of the Supreme Court and the Interstate Commerce Commission. Most states regulate bus traffic within their own borders and in some instances regulation is effective on intrastate freight truck lines. Steam lines have suffered immeasurably by lack of interstate regulation, the extent of which and need for regulation is to be determined by results of hearings in various parts of the country.

Several bills dealing with the subject are scheduled to come before Congress at the December session.

—Week-end at P. E. Camp—

A fool and his money are soon married.

## PRICES LESS AND PLEASURES MORE AT P. E. CAMP

One of the staunchest boosters and frequent patrons of the P. E. Camp, having spent his vacation in our resort the past three years, sought a change of atmosphere for his outing this summer. He went to a popular mountain district, secured accommodations, and incidentally had borne upon him comparative cheapness of a stay at P. E. Camp.

For a rough hewn cabin for himself, wife and young daughter, he paid a rental of \$28.00 for one week. The furniture consisted of two beds, cook, stove, 2 shelves, 1 straight and 2 folding chairs, few odds and end of utensils and a row of nails for clothes hangers. Everything was of the crudest nature and the cabin cheaply built, it having neither porch nor steps. The \$28.00 paid for rental included nothing else except lodging, no amusements of any nature being furnished. Row boats, however, were available—provided a rental was paid of 50c per hour, \$1.50 per half day or \$2.50 per day.

"I couldn't help but contrast the prices, amusement and accommodations as compared with those furnished us at our own Camp," said the party telling his experience. "It takes just one visit away from P. E. Camp to impress upon us how cheap our rates are as against those charged elsewhere."

—Vacation at P. E. Camp—

## ONLY SMALL QUOTA OF FATAL ACCIDENTS AT CROSSINGS

Pointing out the fact that out of 1906 fatal accidents occurring in the state of New York last year, only 145 occurred at railroad crossings, a picturegraph appearing in the Scientific American furnishes an excellent cross section to analyze.

From the same picture story the following additional information was discerned: Straight level road is the scene of 50.7% of all accidents and 43% at street intersections. From 5 to 6 p. m., is the hour of greatest accident occurrence with 44.3% of total then happening. Saturday is the day of the week when most accidents occur, 17.3% being the allotment, probably due to rush in getting under way to week-end outings. The greatest cause for accidents was traced to "driver's inattentiveness", 39% of the aggregate being charged to that failing.

"If everyone would cease jaywalking," concludes the article, "if children would keep off the roadways and streets, if young men would pet in parlors and not on the highways, and all would obey the Eighteenth Amendment, a large percentage of automobile accidents could be avoided and the appalling figures of deaths reduced." To which might well be added the thought that in view of the comparatively small number of fatal accidents occurring at grade crossings, elimination of which would cost 20 billion dollars, or more than the estimated value of the railroads, there is much to be done and more to be accomplished in saving human life in correcting the far more contributory causes of fatal mishaps.



# Duties and Regulations Covering Imports

Harbor Receives Merchandise From All Parts of the World on Which Variable Import Rules and Tariffs Apply Upon Entry to U. S.

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

**B**ECAUSE of the constantly increasing importance of Los Angeles Harbor as a world port the Customs Duties & Regulations applicable to the importation of merchandise from foreign countries will be of general interest.

A review of the report of commerce passing through Los Angeles Harbor, which is issued by the Board of Harbor Commissioners of Los Angeles Harbor, especially as it pertains to imports, reveals the strides being made by our Harbor. From every quarter of the globe we find merchandise moving through Los Angeles Harbor—varying from works of art and antiques from Africa, glass from Belgium, lime juice from the British West Indies, soap from China, airplane engines from France, chemicals from Germany, leather manufacturers from Morocco, in fact everything from canary seed to elephants.

## Tariffs Explained

Some articles of merchandise are duty free while others are not. Custom duties, commonly known as the tariff, in political economy, are levied for three purposes. A tariff levied for the support of the government only is called a tariff for revenue. A tariff levied for the purpose of increasing the cost of foreign goods and thus assisting the American manufacturer is known as a protective tariff, and a tar-

iff so high as to practically shut out foreign goods is known as a prohibitive tariff.

The tariff policy of the United States has been a political issue for over a hundred years and has been of intense interest to students of political economy as well as the people at large.

The first tariff act of 1789 was protective in intention and spirit and has been changed at varying intervals down to the present tariff act which is designed to provide revenue for the government and to encourage the industries of the United States.

In considering customs, duties and regulations in the United States we are, of course, primarily interested in the tariff as a means of providing revenue for the government and the government has passed laws which are rigidly enforced.

As a condition precedent to the importation of merchandise into the United States all invoices must be made out in the currency of the place or country from whence the importations shall be made, or if purchased in the currency actually paid therefor, shall contain a correct description of such merchandise and must be made out in triplicate, unless the merchandise is intended for immediate transportation without appraisal on discharge from the vessel at the port of import. In this latter event the invoice must be made out in

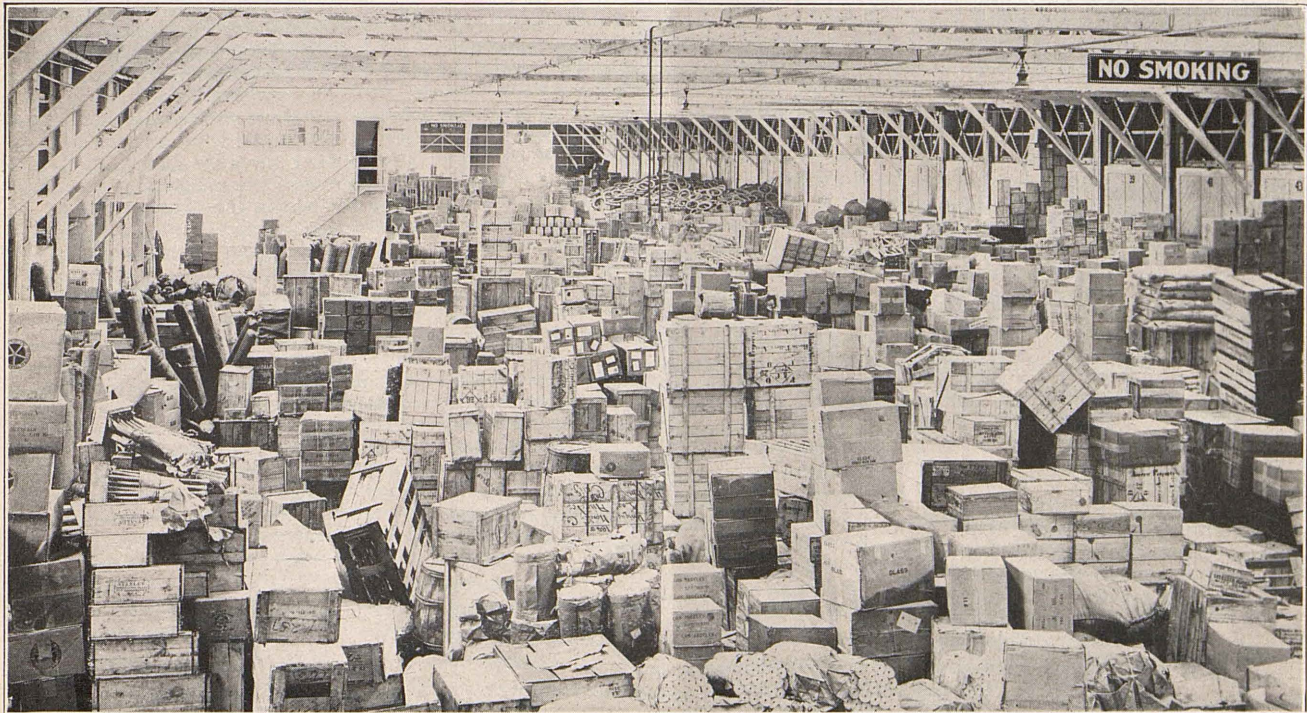
quadruplicate. The invoice must be signed by the person owning or shipping the merchandise if actually purchased, or by the manufacturer or owner if the merchandise has been procured otherwise than by purchase, or by the duly authorized agent of such purchaser, manufacturer or owner.

At or before shipment to the United States the invoice must be produced to the consul, vice-consul or commercial agent of the United States of the consular district in which the merchandise was manufactured or purchased, as the case may be. The invoice must have endorsed thereon a declaration signed by the purchaser, manufacturer, owner or agent, setting forth thereon that the invoice is in all respects true and correct and was made at the place from which the article is to be shipped to the United States.

## Custom Control

All vessels carrying freight or passengers, or in ballast, inward bound from foreign ports, come within the jurisdiction of American customs laws when within four leagues of the coast and enter custom control when boarded by customs officers upon arrival within any collection district.

The master of the vessel is required to deliver to the boarding officers for inspection the original cargo manifest and one copy thereof for each



View of cargo of imported merchandise at L. A. Harbor awaiting clearance by custom authorities.



port at which freight is to be unloaded.

Formal entry of imported merchandise is required to be made within forty-eight hours, exclusive of Sundays and holidays, after the entry of the importing vessel. Entry must be made of all importations, whether free or dutiable, and regardless of their value, and is made principally for the following purposes: (a) Consumption; (b) Warehouse, for storage of three years, if desired, without payment of duty; (c) Warehouse and immediate exportation; (d) Warehouse and transportation, and (e) Transportation without appraisalment.

Unless such production is impracticable, no merchandise exceeding \$100 in value, except personal effects accompanying passengers and goods entered for warehouse and immediate exportation, is admissible into the United States without the production, upon entry of the goods, of a "Consular Invoice" prepared before the shipment thereof, describing the goods and specifying the foreign sale price thereof and all charges assessed thereon to the point of exportation certified by the American Consular officer at place of manufacture or exportation, or by designated substitutes. The Consular Invoice and the covering bill of lading or express receipt, or bonds providing for their production, must be presented upon application for entry together with, when required, a statement by the manufacturer abroad showing the cost of production and the purchase price of the goods.

#### Delivery of Goods

Entries having been made in writing according to prescribed form by the consignee or agent and duties estimated and paid, or secured to be paid, the necessary delivery permit is issued by the Collector. If no delivery permit has been received within forty-eight hours after the vessel's entry the merchandise is taken possession of by the discharging inspector and stored at the owner's expense in general order stores unless an extension of time is granted by the collector.

At the time of entry the collector designates at least one package of every invoice, and not less than one in every ten packages, except in special instances, for examination by the appraisers. All packages entered for consumption not specified for examination may be immediately delivered to the importer upon his filing a bond in an amount double the estimated value of the merchandise for the return of any packages so delivered within ten days after the examination packages have been appraised. However, cargo is not permitted to be moved from the pier until necessary custom weighing, gauging, etc., has been done.

Delivery must be secured at the dock of all free goods and of such goods entered for consumption as are not selected for appraisalment. Packages containing dutiable goods entered for consumption and selected for appraisalment will be delivered to the importer after examination if duties paid are found to be sufficient. Goods selected for examination are carted for that

purpose to the appraiser's store, except that fragile or bulky articles, machinery, inflammable or explosive substances and textiles requiring analysis may be appraised upon the wharf, or upon the importer's premises, or sent to the nearest port where there is a textile analyst, as the case may be. Goods entered for warehouse are sent to bonded warehouses from which delivery may be made upon the payment of duties, storage charges, etc. Free goods, unless in packages containing dutiable goods, also perishable goods and explosives or inflammable goods, can not be entered for warehouse. Goods entered for transportation without appraisalment are delivered to bonded transportation companies.

Cartage of merchandise in customs custody is of two kinds (a) governing cartage, which must be done by licensed custom house cartman under contract for that purpose and (b) importers cartage, which may be done by any licensed customhouse cartman. The cartage of packages designated for examination at the appraiser's store, or taken possession of for other reasons, is done at the expense of the importer by a cartman licensed by the collector. Importers must designate on the entry of bonded merchandise the bonded warehouse in which they desire their merchandise deposited and the bonded carrier by whom they wish it conveyed. An adequate system of receipts covering the transfer of merchandise between docks and warehouses is provided by customs regulations. Bonded carriers must give receipts to the importing vessels for all

packages and merchandise in bulk delivered to them and are held liable under their bonds for its prompt delivery and sound condition unless especially relieved of responsibility.

#### Liens For Freight

Carriers of import merchandise which is taken possession of by the collector of customs as unclaimed, under seizure, for examination and appraisalment, for transportation in bond, or other warehouse entry, may file notice of lien with the collector for freight, charges, or contributions in general average upon such merchandise describing it by marks, numbers or brand on the several packages, stating the bonded warehouse or other place where such merchandise is stored or deposited, the name of the owner, importer or consignee, vessel or common carrier, the date of arrival and the amount claimed, specifying whether for freight, charges or contributions in general average.

Notice of lien upon goods entered for immediate transportation must be filed by the carriers with the collector of customs at destination, unless the lien is filed with the collector at the port of first arrival in which event it is transmitted to the collector at destination.

Merchandise subject to a lien arriving under an immediate transportation entry for which immediate delivery is required may be released by the collector upon the deposit of a certified check or postal money order in a sum equal to the charges covered by the lien. Upon receipt of notice by the collector that the lien has been discharged, the check or postal money order is then endorsed and returned to the importer.

The term "Freight" is held to be the freight charge for the ocean transportation of the goods and the inland freight charges for delivery to an interior port goods covered by through bills of lading for such ports.

The charges specified therein are the charges incident to the shipment of the goods abroad, including foreign inland freight, together with any charges assumed by the claimant of the lien in forwarding the same to port of destination in the United States, but do not include the purchase price whether advanced or to be collected, nor other claims not connected with the carriage of the merchandise.

General Average has been defined to be the liability to contribution of the owner's of the cargo which arises when a sacrifice of a part of such cargo has been made for the preservation of the residue, or when money is expended to preserve the whole. It always arises from actions produced by necessity.

When there is a controversy between the consignee and the carrier respecting the validity of a lien, collectors may deliver import merchandise to the consignee, against which a notice of lien has been filed, upon the deposit with the collector by the consignee of a bond for the payment of charges that may ultimately be found to be due.

### Custom Duties Second As Federal Revenue Source

**A**S IS generally known, the railroads of the nation are the largest taxation contributors of any industry, their burden approximating one million dollars daily toward the support of federal, state and municipal government.

The largest income for the support of the federal government exclusively is derived from the income tax, the custom duties assessed on imported merchandise being a close second.

Our local harbor is by no means a small contributor to the source of Federal government revenue, as will be seen by the fact that during 1925 merchandise imported through Los Angeles Harbor had a value of \$32,375,000, on which the custom duty amounted to \$4,261,000, or \$11,675 daily.

The economic factors governing and the intricate process of handling and collecting duties on bonded merchandise, are features explained in the article herewith by Mr. Norrbom.

(Continued on page 20)



## NEW TOUR TRIP VISITS STUDIOS AND MT. LOWE



Gray Line bus, enroute through Hollywood, Lasky Ranch Studio and transferring passengers to Mt. Lowe car in connection with new joint bus-rail scenic tour.

**W**HAT bids fair to become one of the most popular sight-seeing trips in Southern California was inaugurated last month to be known as the Movie Studio-Mt. Lowe Trip. It is being jointly operated by the Gray Line Motor Tours and this Company.

Its particular appeal to the sight-seer lies in the fact that its route traverses Hollywood, passes the palatial homes of famed movie artists, enters the Lasky ranch, home of Paramount Pictures, and climaxes with a trip to Mt. Lowe. A trained guide accompanies and explains the various interesting features.

Starting at 8:30 a. m. daily from the Clark Hotel, on Hill Street between Fourth and Fifth, the tour leaves in large upholstered observation coaches through the business section of Los Angeles to Hollywood, passing enroute Echo Park, Angelus Temple and the residence of Aimee Semple McPherson.

From Hollywood the coaches pass at close hand the palatial residences

of prominent motion picture stars, thence over Cahuenga Pass through the San Fernando Valley.

Soon is reached the Lasky Ranch, 1600 acres in extent, entirely devoted to the production of Paramount Pictures. A stop is made at the mammoth picture-making plant and the sight-seer may view the working ground and sets of such stars as Theodore Roberts, Pola Negri, Richard Dix, Jack Holt, Lois Wilson and others of equal rank, under contract with Famous Players-Lasky Corporation.

After this delightful studio visit the tour passes the new plant of the First National Pictures Corporation where a short rest stop is also made. From here the journey leads to the picturesque foothills of North Glendale, thence into the heart of Glendale.

Leaving Glendale, the route continues through one of the most graphic sections of Southern California, over a range of mountains on a newly completed boulevard, entering the aristocratic Flintridge Estates of many in-

ternationally known millionaires. An inspiring scenic panorama of the lofty Sierra Madre Mountains, later to be visited by rail, is to be viewed upon leaving the Flintridge district.

Then comes Pasadena, entrance to which is made through the Arroyo Seco and over Devil's Gate Dam.

A tour is made through the residential section of Pasadena to Montana and Fair Oaks, where begins the journey to Mount Lowe, with which all of us are familiar.

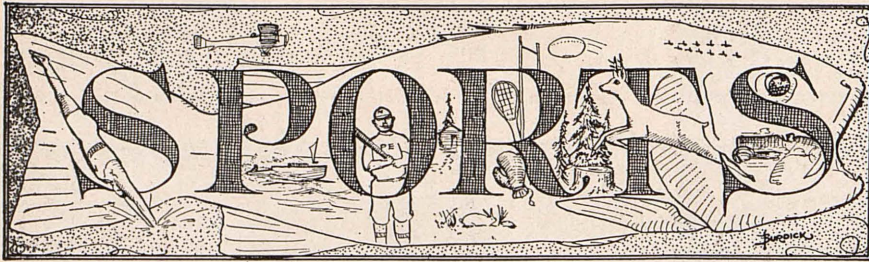
—Week-end at P. E. Camp—  
**COVER PICTURE**

This month's cover picture depicts the atmosphere encountered on the pony trail between Mt. Lowe Tavern and the summit of the famous mountain. The young ladies who grace and add to the charm are widely known artists of the cinema world, being (right) Miss Ruth Clifford and Miss Helen Ferguson.

—Vacation at P. E. Camp—

**Modern Health Hint**  
Hide the wife's revolver!





### P. E. SHOOTERS DINE RIVALS; 'TIS A SAD STORY, MATES

One of the biggest and best shoots ever staged by the Rod & Gun Club was held at the Los Cerritos field on Sunday, July 11. A scheduled shoot between the P. E. Rod & Gun Club shooters and the Redondo Beach Blue Rock Club was the main event of the day, and the honors went to the Redondo boys by a total of 30 birds lead in the 500 bird event. As a penalty for losing this contest the P. E. shooters set up a fine banquet to the Redondo shooters at the Elks Club in Redondo on Friday night, July 16.

#### P. E. Club

##### Team No. 1

B. F. Manley .....	40x50
Hal Smith .....	43x50
J. L. Cowley .....	42x50
L. R. Spafford .....	40x50
K. L. Oefinger .....	41x50

##### Team No. 2

E. R. Smith .....	40x50
F. L. Manley .....	41x50
E. I. Hodge .....	42x50
A. B. McLeod .....	32x50
D. G. Foyle .....	27x50
Total .....	388x500

#### Redondo Beach Club

##### Team No. 1

Hebdon .....	48x50
Riddle .....	41x50
Mercer .....	46x50
Morrell .....	42x50
Henry .....	32x50

##### Team No. 2

Smith .....	38x50
Hastings .....	43x50
Venable .....	45x50
Arey .....	39x50
LaDure .....	44x50
Total .....	418x500

A total of thirty-nine shooters took part in the day's program, which included a large number of guests.

Hostilities began at 9 a.m. and continued until 4 p.m., the only interruption being occasioned by a big watermelon feed which was donated by Dr. Samuel Kaufman and needless to say was greatly enjoyed by all.

Following registers the results of the day's efforts:

Los Cerritos, July 11, 1926

	Doubles	
E. R. Smith .....	12x25	41x50
J. M. Mills .....	49x75	21x50
W. J. Hodge .....	34x50	30x50
L. R. Spafford .....	38x50	31x50
A. B. McLeod .....	75x100	36x50
Ed. Hassenyager .....	47x75	
F. L. Manley .....	47x50	36x50
Hal Smith .....	46x50	
E. M. Hill .....	74x100	

### Bowling Teams Are Now Being Formed

A BOWLING league, to be composed of teams made up entirely of employees, is being organized under the direction of N. B. Vickrey, P. E. Club Manager. The full text of the plan, being received too late to relate at length, will be explained in the next issue of the Magazine. Briefly, the plan is as follows:

Three games will be bowled each week. The best bowlers will not have an advantage over the less skillful by reason of a handicap to be imposed on high score artists. All games will be bowled at the Jensen Recreation Hall on Sunset Blvd., and a nominal entry fee for each five-man team will be charged, the funds thus derived are to be set aside and used as a prize fund at the end of the season.

Members of those departments interested can get further details from either Mr. Vickrey or L. H. Covell of the Dispatcher's office. A meeting will shortly be held at which full information and plans will be made.

M. R. Ebersol .....	15x25
C. J. McDonald .....	53x75
D. G. Foyle .....	15x25
B. F. Manley .....	43x50
K. L. Oefinger .....	19x25
A. O. Williams .....	41x50
W. C. Bonser .....	12x25
F. D. Wheeler .....	7x25
W. R. Smith .....	21x25
F. Stock .....	73x100
Pollock .....	15x25
F. E. Poyer .....	19x25
O. J. Potthoff .....	96x100
C. LaBoyteau .....	41x75
T. Venable .....	22x25
C. B. Davis .....	13x25
M. H. Kurtz .....	66x75
Don Harper .....	31x50
H. Spafford .....	35x50
Redman .....	20x25
Mercer .....	24x25
Hebdon .....	40x50
Riddle .....	63x75
Morrell .....	61x75
Henry .....	39x50
Smith .....	33x50
Hastings .....	41x50
Venable .....	25x25
Arey .....	42x50
LaDure .....	42x50

### NEW YORK SUBWAY PATRONS READ AS TRAVEL PASTIME

To ride on a New York subway between two patrons, one reading a Yiddish newspaper and the other a Chinese journal, is not an unusual experience for the metropolitan city suburbanite, comments an eastern writer who throws some interesting highlights on commuting in the big city.

Yellow, white and black people, representatives of all nations, are the underground commuters. And all of them read. It may be a newspaper or tabloid of any language, or Shakespeare, Shaw or Cobb. But the confirmed subwayite always reads—unless he is too tightly jammed to raise his hands.

One ride would convince any critic that Father Knickerbocker's stenographers and salesgirls are either the best or the worst read in the world.

Their subway literature ranges from "Sadie's Love Quest" and "Advice to the Lovelorn," to Barrie and Lewis. On one trip two adjoining girls were separately reading Hawthorne's "The Scarlet Letter" and Robert Ingersoll. Any number of modern and popular writers could find encouragement in the numbers reading their works.

Books mostly are in the hands of feminine readers. Men take to the newspapers. Students, of whom there are great numbers, seem to like the trains as study halls. Probably there could be no greater test in concentration.

The "classes" ride in shifts: Laborers predominate around 5, 6 and 7 a. m. Then come clerks, stenographers and business men. Brokers and bankers are mostly in evidence between 8:30 and 10. After them come the housewives on shopping and visiting tours.

During the morning and evening rush hours the stations and trains are overrun by the thousands. Perhaps fifty get seats in a car and a hundred others try to grab as many straps. Those who fail do not need them—they hold up each other.

When toes are smashed and shins barked, quarrels or lectures on subway etiquette often result to the amusement of others. Sometimes a man's bunion is kicked as he heads for the doorway and he pauses to dare some one in question to step outside. The some one in question invites him to come back in the car.

But about that time an automatic door slams shut.

—Week-end at P. E. Camp—

### P. E. MASONIC CLUB NOTES

Next regular meeting September 14. The Pacific Electric Masonic Club and Degree Team traveled to four widely separated points of the system during July, and conferred the Master's Degree upon fellow employees at Inglewood, Riverside, Santa Ana and Pasadena.

—Vacation at P. E. Camp—

The pastor said: "Marriage is a fifty-fifty proposition," and one old married man in the audience responded: "That's right. Fifty for this and fifty for that."



# Keeping the Railway Equipment Rolling

Details of the Process of Overhaul at our Torrance Shops Where Equipment Receives Complete Shopping Every Two Years

By F. E. GEIBEL,  
Asst. Superintendent of Equipment

**T**HE maintenance and care of equipment used in our service is handled under two general divisions. The general overhauling and heavy repairs, which are cared for at the general shops, and the running repairs and inspections, which are handled at the division shops and inspection points.

The general shops of this Company, as is generally known, are located at Torrance, although few of our employees outside of the Mechanical and Stores Departments are familiar with the layout and operation of these shops. The shops consist of three main buildings. Cars are moved from one shop to another by means of transfer tables running between the full length of the buildings. Adjacent to the Machine Shop is the Blacksmith Shop, housed in a separate building. A smaller building to the rear of the Machine Shop houses the tin, babbitt, fender repair and welding shops. The Power House is located to the rear of the main center building and houses the plant that furnishes steam for shop operations, the air compressor units and an automatic substation for the furnishing of 600-volt direct current power for shop and yard uses and the adjacent main lines. To the rear of the main shops is the freight repair shop and tracks. Adjacent to the shop buildings are the general store and other store buildings and material yards which are conveniently located for the distribution of material to the shops. These latter buildings, materials and the delivery of same are under the jurisdiction of the Stores Department.

## Shop Offices

The Torrance Shop office consists of a two-story building with basement located just outside of the shop fence enclosure. The office of the Shop Superintendent, General and Assistant General Foreman, and Shop Clerks is on the first floor. There is also on this floor a well equipped Emergency Hospital in charge of a Nurse under the jurisdiction of the Medical Department. A small assembly room on the floor furnished with seats and wall blackboards is used by both Shop and Store Departments for Foreman's meetings. The shop telephone switchboard providing telephone service between all shop and store departments is also located on this floor. The mechanical drafting and blue print rooms are on the second floor under the supervision of the Chief Draftsman. While the drafting room does not report to the shop organization, it is conveniently located at the shops as the drafting room is held responsible for standards of design, construction and materials and furnishes shops with necessary

## Torrance Shop Repairs Reach Large Total

**T**HE involved and systematic process of overhauling equipment at our Torrance shops is told in the accompanying article by Mr. Geibel.

As showing the tremendous volume of work turned out each year by our mechanical forces at Torrance, it is interesting to know that this year's programme contemplates the complete overhaul of 350 cars and 72 motor coaches. This does not include miscellaneous repairs, nor restoring to service equipment damaged by accidents, which averages 300 cars and 40 motor coaches annually.

Our forces at Torrance shops, which cover 125 acres, average 506 employees and approximately \$42,000 worth of materials are utilized monthly in keeping our equipment wheels turning.

instructions and drawings. There is also on this floor a chemical laboratory equipped for the making of analysis of lubricants, paints and metals to determine suitability for our use and conformity to specifications. The basement is fire-proof and provides storage for time cards and other records.

## Modern Throughout

The first of the main buildings houses the Winding Room, Control and Air Room, Motor Assembly Shop, Truck Shop and General Machine Shop where the wheel mounting, turning and grinding is also handled. This groups the shops working metal parts and avoids undue handling of these materials. The center main building houses the erecting Shop, Pipe Shop and Wood Mill on the first floor and the Cabinet, Pattern and Upholstery Shops on the second floor over the mill. The third main building houses the Test Room, Sand Blast Room, Scrub Room and Paint Shop. All buildings are modern and well equipped.

Passenger cars, locomotives and express and combination cars for general overhauling are brought into the shop on tracks adjacent to the Scrub Room. Here the car is inspected and necessary repairs determined upon. The car is then stripped of cushions and other trimmings, the extent of the trimmings removed depending on the extent of body repairs. The next operation is in the Scrub Room where the car is thoroughly cleaned by a steam process. After this cleaning the paint surface, if

in good condition, is ready for repainting. It may be necessary, however, to remove the old varnish with ammonia or burn off all the old paint before repainting. On steel cars where it is necessary to remove the old paint it is removed by sand blasting in the sand blast room. The car is then moved to a track in the Air Room where the trolley base and air compressor are changed off for ones that have been already overhauled.

The car is then sent to the Erecting Shop where it is jacked up and placed on standees. The trucks are sent to the Truck Shop. In the Erecting Shop the air and electrical equipment needing repairs are removed and sent to the Control and Air Room for repairs. During the time that carpenters and cabinet makers are making necessary repairs to body, underframes, sash, doors, etc., the equipment has been repaired and replaced and pipemen and wiremen have cleaned, checked and adjusted both air and control systems. The car is now ready for the trucks.

## Parts Inspection

The trucks have had motors removed and are sandblasted before being repaired. This allows close inspection for defective parts. Wearing parts of the trucks are renewed or built up by the welding process. Wheels are renewed, turned or ground as the case may demand. The armatures have been removed from the motors, cleaned and dipped in a good insulating varnish and baked. The latter process, which has only been lately installed, fills any pores in the insulation and cements the coils solidly in the core slots, preventing vibration with consequent wear of insulation which is one cause of grounded armatures. With the fields renewed or repaired the motor case is painted inside with insulating paint and the motor assembled in the trucks. The brush holders and brushes having been repaired or renewed the motors are tested out before trucks are sent back to Erecting Shop.

Upon re-trucking, the car is sent to the Paint Shop. The paint process used is the old color and varnish system which to date has proven more satisfactory with our particular shade of red than the enamel or lacquer systems. The paint is applied with brush to the body of the car, but on removable parts such as slat seats, gates, equipment boxes, etc., the paint is applied with an air spray gun. With the paint dry the car is placed in the Test Room for airmen and electricians to complete any small adjustments and test out all equipment. The car is then set back in Paint Shop and trimmed. The trimming process is the replacing of all seats, backs, curtains, sash, locks, signs, etc. The locks have



been repaired and seats, backs and curtains have been to the Upholstery Department for cleaning, renewing or repairing.

#### Two Year Overhaul

The car is fitted out with signal equipment and is now ready for delivery to the division shop for service. It has been thoroughly re-conditioned for two years service. This shopping period of two years has been set as being the most economical. The cars will need repainting at the end of this time and the equipment has reached a condition, from ordinary wear and tear, where the repairs by outside shops become excessive.

The Torrance Shops, in addition to the overhauling of cars, manufacture many of the parts for store stock and handles various work for other departments of the Company. Torrance handles all repairs to units of equipment such as armatures, fields, air brake and control parts which are sent out for application at inspection points. The maintenance of equipment between overhaul periods at these outside points and the maintenance of freight equipment will be covered in another article.

—Week-end at P. E. Camp—

#### BANISH THE CAUSE AND ALL ACCIDENTS WILL CEASE

That there is no such thing as "unavoidable accidents"; that accidents do not happen, but are caused and that the causes are preventable, are contentions set forth recently by Lewis A. DeBlois, former President of the National Safety Council.

"Safety education rests primarily upon the inculcation of a new point of view on accidents and the value of human life," said Mr. DuBlois. "It seeks to teach the individual that accidents do not happen, but are caused, and that the causes are preventable. It tells him that prevention cannot be accomplished solely by those in executive authority, that tacit approval of the safety movement gets no results, but that he must take an active part.

"It strives to awaken his conscience to the national disgrace of an annual two billion dollar loss, and to agony and suffering, which can never be entered in the ledger.

"But to do these things, safety education must break down the old concepts, the mental attitudes and the habits of thought and action that are of racial origin and persistence. If accident prevention were a mere matter of physical changes in the working environment we would have been justified in expecting marked statistical indications of national progress years ago. But accident prevention is not that; it is essentially an educational movement requiring the establishment of a new point of view to be applied not only to our industrial activities, but to every aspect of our lives.

"Accidents can be eliminated—not only those we always knew how to avoid, but even those we have been pleased to term 'unavoidable.'"

## Plucky Trainman Fails Hold-up Attempt

**A**NOTHER unsuccessful attempt of bandits to relieve one of our Conductors of his cash was registered last month. S. J. Hayball, of the Redondo Beach line, was on this occasion the Conductor who, single handedly, distinguished himself by offering resistance that foiled two bandits.



S. J. Hayball

Boarding the rear end of his car at Clifton at 9:45 p. m. on July 15th, one of the bandits paid his fare and when the other was approached he pulled out a gun with a demand that Hayball hand over his money. Despite the fact that the gun was held at his stomach the Plucky Conductor started into action. He grabbed for the gun and made an unsuccessful attempt to get possession of it. In the meantime the other bandit struck Hayball over the head three times with an auto wrench, but without serious result. Finally the desperado with the gun was over-balanced and shoved from the car, after which Hayball took after and attacked the bandit with the wrench, taking it from him, whereupon he made a hasty retreat.

In the melee the bell cord was struck and Motorman Childress came to a stop. Throughout the struggle two accomplices in an auto rode along side of the car, which both bandits boarded and escaped.

Hayball had only a bump on his head to show as a casualty, none of his cash being taken from him. He rightfully received hearty praise for his splendid and plucky fight against overwhelming odds.

—Week-end at P. E. Camp—

#### BREEZES FROM MT. LOWE

Seven group Mt. Lowe excursions during the month of July resulted in 725 persons making the trip to our famous resort, Tavern Manager Clark reports. Those making excursions during the month were:

University of California students, 250 persons; Columbia Federation, B. Y.P.U., Washington, D. C., 50; Chicago & Northwestern R. R. tour, 125; University of Southern California students, 100; local Information Bureau forces, 50 and Long Beach Chamber of Commerce, 100.

Vacation and general travel to Mt. Lowe during the past month was very good. Housekeeping cabins were filled, as were also the hotel cottages and advance reservations indicate that August will be a busy month.

—Week-end at P. E. Camp—

"Why don't you go to our church?" asked one little boy of another.

"Because," replied the other, "we belong to a different abomination."

## JULY BEST ATTENDED OF ANY MONTH IN CAMP HISTORY

The month of July was the record-breaker in point of attendance for any one month in the history of the Camp.

With the close of the month the register revealed that a total of 201 persons had visited our mountain resort, which number is some thirty odd more than were ever before accommodated in a single month.

Plentiful rainfall during the past winter, ideal weather conditions, exceptionally good fishing and widespread favorable reports of the pleasures at the Camp, were listed by Manager Vickrey as the reasons for the heavy attendance the Camp has enjoyed during the present season. June also was an outstanding month, being the largest in point of visitors of any June in the Camp's history.

Indications for the month of August likewise give promise of a well-filled Camp and some reservations have also been received for September.

Those who had made future reservations for a stay at the Camp late last month, together with the number in their party and the dates of their stay, are as follows:

C. L. Blades, wife, mother, and son, July 28 to Aug. 8.

C. H. Dyer, wife and 2 guests, Aug. 1 to 14.

Mrs. John Brown and daughter, July 24 to Aug. 6.

J. Frownfelter, wife and 3 children, Aug. 1 to 14.

F. A. Kirchoff, Aug. 3 to Aug. 6.

J. Willard, Aug. 3 to Aug. 6.

Peter Brown, Aug. 4 to Aug. 10.

Wm. P. Blackburn, wife and son, Aug. 1 to 7.

L. G. Bowers, and wife, Aug. 14 to 27.

Bertha Denison, sister and 2 guests, Aug. 1 to 7.

M. Scarth and wife, Aug. 18 to 24.

J. F. Jenkins and wife, Aug. 4 to 10.

A. S. Breese and wife, Aug. 7 to 13.

Fred Maddy and wife, (elec.) Aug. 1 to Aug. 10.

Ben Bennison, Aug. 8 to Aug. 14.

J. L. Columbus, wife, 2 daughters and guest, Aug. 8 to Aug. 14.

T. H. Green, wife, son and 3 guests, Aug. 15 to Aug. 21.

E. A. Swan, mother and sister, Aug. 8 to Aug. 14.

Paul Douglass and wife, Aug. 8 to Aug. 14.

J. L. Sach, wife and 2 boys, Aug. 18 to Aug. 24.

J. H. Sandman, wife and daughter, Aug. 18 to Aug. 24.

Mrs. C. G. Green, daughter and guest, Aug. 11 to 21.

Mrs. H. Hopkinson and daughter, Aug. 4 to Aug. 10.

J. S. Campbell, wife and 2 guests, Sept. 5 only.

S. S. Williams, wife and child, Sept. 5 to 11.

—Vacation at P. E. Camp—

During the war, a lady saw a young fellow milking a cow, and asked him how old he was. He replied that he was 23 years old and she asked him why he wasn't at the front. He replied, "There is no milk at that end."



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The July meeting of the Executive Committee of the Pacific Electric Club was held at the Auditorium of the Club Rooms, July 7, at 2:00 p. m. The following were absent: H. D. Priest, L. H. Covell, L. H. Tieman, J. R. Buster, A. W. Day, J. Hanselman, R. G. Miller, H. L. Legrand, H. E. Foskett, W. M. Brooks, Thos. Brownlee, V. Swartz, F. E. Mayfield, T. L. Wagenbach, B. Schermerhorn, J. R. Hamilton, D. E. Porter, W. A. McCammond, and T. J. Day.

### Club Fund

Balance, 6-1-26 .....	\$ 16.61
Receipts .....	1,109.25

Total .....	\$1,125.86
Disbursements .....	371.87

Balance, 6-30-26 .....	\$ 753.99
------------------------	-----------

### Relief Fund

Balance, 6-1-26 .....	\$ 233.48
Receipts .....	591.00

Total .....	\$ 824.48
Disbursements .....	585.00

Balance, 6-30-26 .....	\$ 239.48
------------------------	-----------

### Unfinished Business

The fact that so many of the Executive Committeemen were absent at the July meeting was probably due to the fact that vacations are now in order and as many of our employees as can be spared from their respective positions are enjoying the P. E. Camp, the beach, and their autos on our various highways.

Mr. Peterson gave a most excellent report concerning the Trainmen's Room at Pasadena, which has now been placed at the services of the various Trainmen who run out of Pasadena. The boys now feel that they have not waited in vain for they have now a room of which they may well feel proud.

### New Business

Full information was given concerning the reduced prices for Grauman's Egyptian Theatre for the showing of Mary Pickford in "Sparrows," and Douglas Fairbanks in "The Black Pirate," on the evening of July 27, 1926. This treat was given the employees of the Company through the management of the Pacific Electric Club and brought out a large attendance.

Mr. Vickrey gave a glowing account of the P. E. Camp for the week end of July Fourth. The large number of one hundred and twenty people were accommodated over the 4th and 5th. The Camp is doing a very good business in the way of catering to employees who wish to get away from their work for a complete rest.

## P. E. CLUB BULLETIN

From August 15 to Sept. 15, 1926

**Monday, August 16:**

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

**Tuesday, August 17:**

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

**Friday, August 20:**

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

**Monday, August 23:**

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

**Monday, August 30:**

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

**Wednesday, September 1:**

Executive Committee meeting, 2:00 p. m.

**Friday, September 3:**

Vaudeville at Club, 8:00 p. m.

**Monday, September 6:**

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

**Tuesday, September 7:**

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

**Wednesday, September 8:**

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

**Friday, September 10:**

Western Division Safety Committee meeting, 2:00 p. m. Car Foremen's meeting at the Club, 7:45 p. m.

**Monday, September 13:**

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

—Vacation at P. E. Camp—

### EMPLOYEES IN HOSPITAL

The Medical Department furnished the following list of employees receiving medical attention at the Pacific Hospital, as the Magazine went to press: Harold Oulton, Traffic Officer; Edward Blackwell, Switchman; Z. P. Myers, Motorman; N. Rossea, Laborer; Frank Schumacher, Blacksmith Helper; Marcus Cano, Laborer; Perfecto Estrada, Laborer; Santos Munoz, Laborer and Frank Chadburn, Gardener's Helper.

To the friends of the above we convey the following information: Visiting hours are from 2 to 4 p. m., and 7 to 8 p. m. daily and the hospital is located at 1329 So. Grand Avenue. All those whose duties will permit are urged to visit them during their illness.

—Week-end at P. E. Camp—

### SHOWS GIVEN AT P. E. CLUB

Although dances are discontinued at the Club during the summer, the vaudeville show is being given each alternate Friday evening. Much excellent talent is being booked for these performances and our employees should take advantage of this free but delightful entertainment.

By saving each issue of the P. E. Magazine each employee has a bulletin of happenings at the Club and can lay his plans so as to be on hand at each and every one of these up-to-date shows, as well as other events staged throughout the month.

## P. E. NIGHT AT GRAUMAN'S

"Pacific Electric Night" was duly in evidence at Grauman's Egyptian Theatre, Hollywood, Tuesday evening, July 27th, when several hundred employees, their families and friends witnessed a double bill at half price through the courtesy of the theatre management.

Several special trains were run through to Highland Avenue, the largest contingent coming from Long Beach in a 5-car train, bearing 255 persons. Torrance and Redondo Beach delegations were taken care of in single cars and in addition 100 persons represented the General Superintendent's office.

The Long Beach assemblage was accompanied by a stringed quartette consisting of Messrs. Antista, Doolittle, McTighe and Shiff, of the Transportation Department, and occupied the stage at the opening of the performance, rendering several numbers with real professional skill and receiving well merited applause from the assemblage.

The occasion was graced by the presence of Enid Bennett, hostess, etc., who with her husband, Fred Niblo, were hostess and host of the evening. Mr. Niblo, upon being introduced, gave a clever little talk, and in concluding his remarks, eulogized Sid Grauman for his progressive spirit in planning and bringing to completion the most beautiful and sumptuous motion picture playhouse in the world. Mr. Grauman, who was present, made a few remarks, expressing his pleasure in welcoming Pacific Electric employees as guests of the evening.

The regular bill followed, lasting until 11:30 p. m., and was thoroughly enjoyed by all present.

—Week-end at P. E. Camp—

### NEW CLUB CARDS ISSUED

During the past six weeks new Club Cards have been issued to all Club Members and it is desired that each employee who is a member check up on this to see if he has received his card. This new card bears the name of L. A. Lovell, as President and may be distinguished from the previous card by the name of the Club President. If any employee who is a Club member has not received a new card bearing the name of L. A. Lovell as President, he should get in touch with the Club by letter making the fact known.

It is also desired that each Club Member's dependent have new Dependent Member's Cards and if said employee has lost or misplaced the blank which was inclosed with his card for that purpose another blank may be had by writing a note to the Club or from the head of each department.

—Vacation at P. E. Camp—

"Well, darter," said Farmer Corn-tossle to his daughter on her return home from college. "How much do you weigh now?"

"Why," she replied, "I weigh 140 pounds undressed for Gym."

"Who the tarnation is Jim?" came from the old man.



**THREE DEATHS DURING JULY**

During the month of July on three different occasions the P. E. family was called upon to part with members through deaths.

A measure of comfort to the saddened homes was forthcoming through insurance provisions, all of whom were paid Group Insurance while two of the families were the recipients of Mortuary Fund protection. The total payment to the families amounted to \$6,400.00.

Those answering the call were: Ira J. Delaney, Conductor, Southern Division; W. B. Phillips, Motorman, Northern Division; P. K. Dysinger, Conductor, Northern Division.

One additional disability claim was allowed during the month of July making a total of 16 employees that are now receiving monthly benefits aggregating \$1,101.20. Charles Barth, Engineering Dept., was the additional disability claim recipient.

To the bereaved relatives of those who have been called upon to part with their loved ones, in behalf of the P. E. family, we extend the hand of sympathy.

—Week-end at P. E. Camp—

**Not Ripe Yet**

Brown: "I understand that Senator Green wanted you to act as his private secretary."

Simmons: "He did, but I wouldn't accept the position because I would have to sign everything 'Green, per Simmons.'"

**Films Depict Equipment Damage Due to Too High Speeds**

**F**REIGHT trainmen were given the opportunity late last month of visualizing through the medium of motion pictures the direct results of rough equipment handling. Two films, displayed at several points on the system, showed the results of actual tests made by an eastern carrier of coupling cars at varying rates of speed, the equipment used being fitted with both spring and friction draft gears.

That coupling by impact at too great a speed results in a \$200,000,000 loss annually to the carriers of the nation was the outstanding lesson of the films. It was shown that up to four miles per hour cars equipped with friction gears successfully withstood the impact of coupling. Beyond that speed the appalling loss begins, the pictures showing the actual damage to goods in transit through the test box cars which had been stripped of their sides that the camera might register the disturbance which followed at several speeds above the four mile limit.

The chart below graphically illustrates the motion energy of a loaded 50-ton car and shows the result in shock power of a car equipped with friction gear upon striking another of same construction and weight. It will be noted, in the tabulation shown to

**VERDICT AGAINST MOTORIST**

"The Louisiana lines of the Southern Pacific recently obtained a court verdict at De Ridder, La., awarding the company \$4,634 damages to company property, engine, cars and freight, caused by a collision between one of our freight trains and an automobile at a grade crossing," says the Southern Pacific Bulletin. "The driver of the automobile was adjudged at fault. An engine and several cars were derailed and damaged. The court found that the owner of the car, and minor daughter driver, were negligent and that this was the sole cause of the accident, the railroad and its employees had complied with all the laws, the crossing was not obscured, and the train crew could have done nothing to prevent the collision. One person was killed and one injured."

the left, that the smash power increases as the square of the speed.

At a two mile speed, the smash power is four, while a speed of five miles per hour, the destructive power has increased to twenty-five.

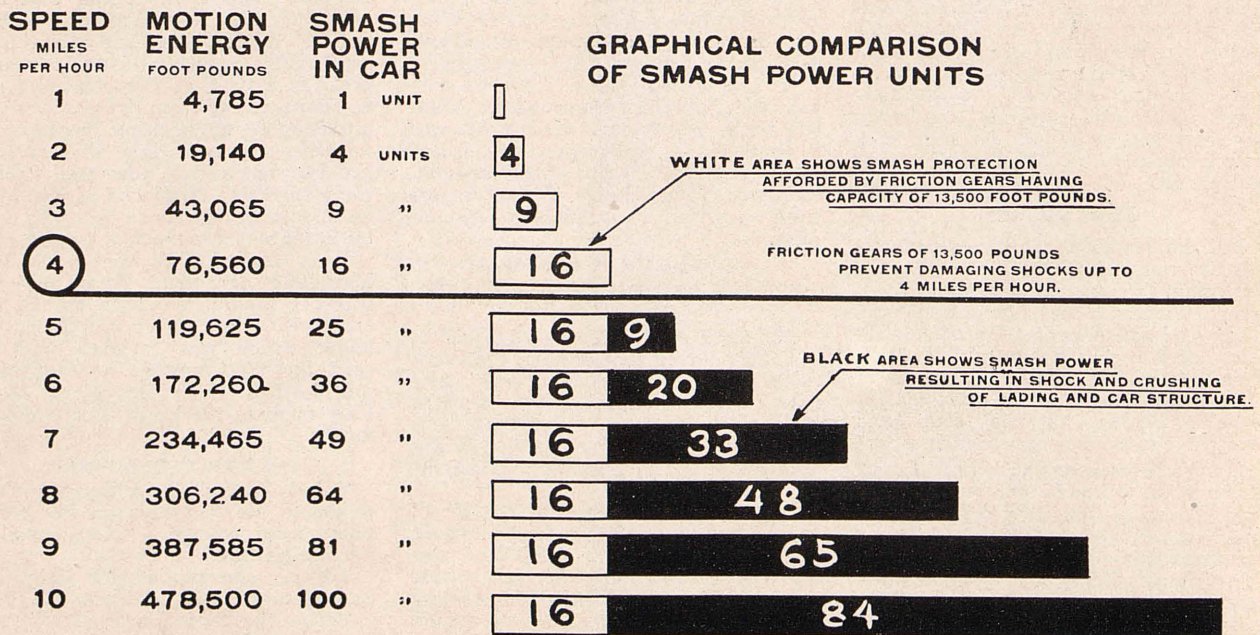
To reduce and minimize losses, the films showed by actual tests that two miles per hour is the limit at which cars not equipped with draft gears can be coupled without damage to contents or equipment, and four miles per hour, a brisk walk speed, in the case of cars equipped with friction draft gears.

**GRAPHICAL ILLUSTRATION OF MOTION ENERGY IN A LOADED 50-TON CAR**

**TOTAL WEIGHT, 143,000 POUNDS**

ALSO

**RESULT WHEN CAR EQUIPPED WITH FRICTION GEAR HAVING CAPACITY OF 13,500 FOOT POUNDS STRIKES A SIMILARLY EQUIPPED STATIONARY CAR OF SAME CONSTRUCTION AND WEIGHT.**





# Proves Street Car Need in Mass Transit

## Authority Throws New Light on Service Performed by Trolley in Movement Through Heavily Congested Districts

**T**HERE has been a lot of misinformation circulated as to the abandonment of the use of street cars and the substitution therefor of the more modern bus system.

Official records show more miles of electric railway track have been constructed than abandoned, in this country, during the past ten years. There are 2,658 more closed electric railway cars in regular use today than there were only as late as 1919. The electric railways during the past year carried approximately 16,000,000,000 passengers in the United States. There are no official figures on busses, but the best estimates indicate they carried only between 2,500,000,000 and 3,000,000,000.

Busses have been and are extensively used in the United States, England and Continental Europe. The facts as to what they have done, or can do, are established. Such facts prove conclusively that busses cannot handle mass transportation as quickly, economically and efficiently as electric street railway cars.

### Peak Hour Travel

The reason for this is that about 50 percent of the total traffic to be handled in any large urban center of population must be carried in approximately four hours of the day, two rush hours in the morning and two rush hours in the evening. The rest of the traffic is scattered over the twenty-hour period of the day.

There are two vital tests of the adaptability of a transportation conveyance system. First, its ability to meet and handle rush-hour traffic, and, second, its suitability for inclement weather conditions, including slippery pavements and snow storms. The buss falls down in comparison with the street car when measured by such two vital tests. The element of safety enters actively into the situation.

As to the actual experiences in the United States: In no city of 50,000 or more population has the buss been able to successfully render the service supplied by the street railway cars. Attempts have been made in Akron, Ohio, Des Moines, Iowa, Bridgeport, Conn., Saginaw, Mich., and elsewhere, to supply street car service with busses, supplemented with automobiles and jitneys, resulting in each instance in failure and a demand from the people that the trolley service be restored.

The largest single experiment was in Akron, Ohio, where, when the local

street railway's franchises expired February 1, 1924, the Mayor and City Council of Akron announced that Akron, the world's largest producer of rubber tires, would be the first city in this country to care for local transportation solely by busses.

The results were chaos. The service was terrible. Business dropped off in the retail stores at an alarming rate, because women, especially, would not go shopping on busses except when absolutely unavoidable. Shoppers with bundles were given no encouragement to ride because they took up too much room. The buss operation was dangerous on wet, slippery streets. Eventually the service became so intolerable that the City Officials were compelled by demands through mass

to furnish passenger buss transportation.

Theoretical and imaginary relations of possible costs and profits, originating in the minds of men having no practical or successful experience in transportation, or inspired by manufacturers looking for an opportunity for quick profits by possible sales of busses, will not make up the deficit and keep the busses operating.

The bankruptcy of numerous buss transportation companies launched by men inexperienced in transportation matters, inspired by the high pressure sales enthusiasm of buss manufacturers, is a sad memorial to the investing public who lost their money and to the public who lost or irreparably injured the ability of their previously existing transportation company to render them public service.

Now, let us look with some detail, as to the "touted" claim that the surface street cars are the principal cause of traffic congestion in New York and that busses are the panacea for such traffic congestion.

Universal experience shows that it requires five busses to handle the same amount of traffic, under similar conditions, as can be handled by three street cars, mind you, five busses to three street cars. That such relation is applicable in reference to New York is borne out by the official figures on file with the Transit Commission for the calendar year ending December 31, 1925 (the passengers carried being the total of fare and transfer passengers) as follows:

The total daily number of street cars operated in all five

boroughs was 3,388, total passengers carried was 1,139,276,773, or 336,000 passengers carried per car per year.

The daily number of busses operated by the Fifth Avenue Coach Company was 385, total passengers carried was 75,449,389, or 196,000 passengers per buss per year.

I scarcely need call to your attention that a large portion of the routes of the Fifth Avenue Coach Company are upon avenues, boulevards and streets upon which commercial traffic is excluded—while the street cars serving the public encountered every class and condition of the city's multiplicity of traffic.

### Five Busses to Three Cars

Based, however, upon the actual figures, as above, no less than 5812 busses

## Street Cars Relieve, Rather Than Create Traffic Embroilment,

**A** RUDE awakening to misinformed public bodies seeking the abandonment of surface street car operation as a traffic relief measure in New York City was forthcoming recently following an avalanche of indisputable facts presented for public digest by Gerhard M. Dahl, Chairman of the Board of Directors of the Brooklyn-Manhattan Transit Corporation.

Instead of street cars creating traffic embroilment, as charged, Mr. Dahl showed by easily digested facts and figures that the contrary was true, to wit, that a well operated street railway was a prime factor in the relief of congested metropolitan districts. Simultaneously, this authority, by good logic and citation of specific instances, refuted the claim that busses were adapted for mass transportation and proved that they create, rather than alleviate, congestion.

Mr. Dahl's presentation of facts on the subject contained so much of interest and offered such a wide scope of original facts that it was deemed advisable to present his theories and findings at length.

action of women's organizations and business men to arrange for the restoration of the street car service.

Does the buss result in economy in rate of fare, street space per passenger carried, and save any time—compared with street cars, under like service. Based upon analyses of all the data available in regard to buss operations in cities located in all sections of this country, the answer is emphatically no!

### Busses and a 5-Cent Fare

No reliable company having any experience in transportation matters has offered or can offer a city-wide buss transportation in this City for a five cent fare. A nickel ride over short zones can be provided.

What is possible today can only be based upon what reliable statistics show that it has cost and is costing



would have been necessary to supply the service rendered by the 3,388 street surface cars.

Anyone who rides in an automobile or drives an automobile in street congestion as it exists on our streets today knows that the 1,174 street cars, operated on permanently located directional tracks, cannot and do not congest traffic conditions as much as would 2,013 busses, operated meandering in and through the maze of traffic to take on or discharge passengers at the curb. In fact, as a practical proposition, anyone who rides in an automobile or drives an automobile on the streets of New York knows that a buss even going in a general straight direction must be given a wider berth clearance than a street car on its fixed directional tracks.

Stated in everyday language, the surface street cars carry seven out of every ten passengers transported in vehicular street traffic of New York, and in performing such service for the public the street cars use less than one-tenth of the utilizable roadway of the streets over which they operate; or, put on a percentage basis, the street cars carry 70 per cent of the vehicular street traffic transportation and use less than 10 per cent of the utilizable space of the streets in which they operate.

#### Influence on Business

Checks made by some of the department stores of the large cities in this country indicate that approximately an average of 75 per cent of customers reached the store by use of electric railway cars.

At a meeting in one of the largest cities of the country, in discussing means for relieving congestion in the heart of the retail district, some one suggested the removal of the street cars. A recognized leader in the City's affairs and the owner of the largest department store stated were such action taken property values in the retail district would shrink \$75,000,000 within sixty days.

Accidents to life are one of the sad results from traffic congestion. According to figures of the New York Health Department, the number of deaths in the City from street cars has dropped from the rate of 1.45 to 1.28 per 100,000 of population, during the last five years; while the number of deaths from automobiles has increased from 13.47 to 16.35 per 100,000 population during the last five years.

—Week-end at P. E. Camp—

#### Automobile for Every 3.4 Persons

Showing an increase of 166,272, or 12% over last year's automobile registration recent figures compiled by the State Division of Motor Vehicles indicate that there are now in use in California a total of 1,549,093 motor driven cars.

The registration in Los Angeles County totals 587,736, or approximately 35 per cent of the entire state's automobile population. Based on Los Angeles County's reputed population of 2,000,000, there is an automobile vehicle for every 3.4 persons.

## Cites Promptness Need of Rendering Reports

**I**N POINTING out the necessity and urging promptness in rendering miscellaneous reports by Electrical Department forces, L. H. Appel, Asst. Superintendent of Power, brings to the surface information which may profitably be passed to subordinate forces throughout our ranks. He writes:

Promptness is the essence of any operating or miscellaneous report to the extent that it permits those responsible to take the proper remedial or other measures necessary to handle the situation without delay.

Classified somewhat loosely under the term of miscellaneous reports, as differentiated from regular or periodic and standard reports, pertaining to management and operations, can be included that class which is necessary from time to time by the occurrence of some event in connection with operation. The event may be any of the innumerable incidents which may arise in operation requiring a special or miscellaneous report from those responsible or having the most reliable first-hand information.

It may be that the description of the classification may be unfortunate in that the term "miscellaneous" may unconsciously detract from giving a report its due consideration; nevertheless, this class of reports cover con-

ditions which call for serious attention and prompt action.

While fundamentally a report should be complete as possible and cover all known facts as far as practicable, of relatively equal importance is the observance of the time element in reporting the incident.

The observance of the time element may not appear at first hand to be of the relative importance stated, but if those whose duties require the preparation of the reports when the occasion occurs, would consider the position of their superior or the person to whom the report must be rendered, for whatever further action that may be necessary, there would be no question regarding it. He must, in turn in many instances, refer the matter farther, and any delay creates an embarrassing situation. This consideration is due those who must take the responsibility of clearing up the difficulty and every assistance should be given them.

A fairly comprehensive report promptly rendered establishes confidence, and has the psychological effect which goes a long way to assist in mitigating or at least reducing the application of any drastic disciplinary action which might otherwise result.

—Vacation at P. E. Camp—

#### ROAD PAVED FOR PORT UNITY OF L. A. AND LONG BEACH

With the straw vote in Long Beach last month favorably expressed, the way has been opened for negotiations leading to unification of Long Beach Harbor with Los Angeles Harbor, a similar vote of Los Angeles on April 30th, having carried by a 50,000 majority.

By this ballot the electorate of Long Beach have accepted the principal of the united district and the co-operation of Los Angeles in combining her \$100,000,000 harbor with \$5,000,000 harbor of Long Beach, and the way is now paved for immense development of harbor facilities.

The Federal Government has made provision for an appropriation of \$3,500,000 toward starting outer breakwaters in the event the harbors are consolidated, and with this approval of Long Beach the greater outer harbor movement has been placed on foot.

The next step to be taken is for the executives of the two cities to meet and work out an amicable understanding as to the representation of the respective cities and to define the harbor district limits, which comes under the port district act passed by the last legislature.

Before the district can be formed it will be necessary for the people of each city, at an election and by a majority vote, to approve the terms which their city officials draw up. It will be seen, therefore, that the favorable straw vote simply starts the official machinery moving toward the desired port unification.

However, with the appropriation of the federal government available, and with the combined cooperation of the two cities the greater outer harbor district which will mean so much to Southland commerce in the future, is assured.

#### Insurance Proves Boon to 97 P. E. Families

**N**INETY-SEVEN deaths in the Pacific Electric ranks have occurred since the inauguration of the Group Insurance plan in January, 1924, to June 30th last, according to a recent summary by the Accounting Department. To the relatives of the deceased a total of \$145,250., was paid in death benefits.

The disability feature of the Group Insurance plan also brought a large measure of relief to 39 employees through the provision for monthly payments of either \$51.25 or \$86.25 to workers, pending their recovery or passing from certain sickness or afflictions of a nature to incapacitate them from earning a livelihood.

During the same 30-month period the Mortuary Fund also proved a blessing to no less than 79 families whose bread-winners were taken by death, a total of \$76,532.73 being paid to beneficiaries named. Together with the Group Insurance an aggregate of \$221,773.73, or an average of \$2286 was paid to beneficiaries per death.

Records reveal that an average of only five days elapsed from date of death to delivery of check to beneficiary named.



## L. A. COUNTY FAIR LARGEST AND BEST YET THIS YEAR

With September 28th to October 2nd set as the date for the Los Angeles County Fair at Pomona, its sponsors are not only claiming but giving conclusive evidence that this year's exposition will exceed in brilliance, volume and interest any previous county exhibitions. It will be the largest exposition of industrial and agricultural products ever exhibited in the West, not even excepting State Fairs, its sponsors are claiming.

Added premium lists, new departments and attractions, and the most elaborate settings, together with the excellent management the fair has always enjoyed are to be the contributing factors to the greater 1926 Fair.

All the available materials of the kinds needed which were available in San Francisco and Los Angeles have been purchased by the Fair Board for the most elaborate decorative scheme that has yet been attempted at a County Fair or fruit show in the West. The 700-ft. tent where the agricultural department, industrial department and automobile show have been housed previously will be devoted entirely to the agricultural and industrial departments this year. The automobile show will occupy a larger space than heretofore in a separate tent.

The agricultural department will include rack displays of seasonable fruits including a considerable citrus display of oranges, lemons and grape fruit. Feature exhibits have been entered by communities from all parts of the state. At the present time indications are that every farm center in Los Angeles County will exhibit in their class.

The livestock department is also attracting the bigger and better herds of the West. A new venture this year will be the baby beef class. The Fair is at present fitting 18 baby beeves each of the Shorthorn, Herford and Angus breeds. These herds will be shown on the California circuit, beginning at the State Fair. They will not compete at the home fair, however.

The night horse show at the Los Angeles County Fair is recognized by horsemen throughout the United States as among the outstanding shows of the country. Horsemen from the Northwest and the Middle West are present with their stables every year. Among the early entries in the horse show this year are stables of Ruby and Bowers, Portland, Oregon, who last year occupied a full barn at the fair with their heavy draft horses.

The Los Angeles County Fair track is the fastest half mile track in the West. Many records have been broken on this track. The handsome purses offered this year have attracted such animals as Crawford, 2:03¾, sensational trotter on the Grand Circuit in the East last year, Bobby O., record pacer of the coast and Dr. Nick, 2:04¾ record trotter of the coast. The card this fall will be on a par with any anywhere.

## Over Thousand Passengers From 4 Employees' Tips

By F. E. BILLHARDT,  
General Agent, Passenger Traffic Dept.

**D**URING the past month four very worthwhile group passenger movements were secured through the medium of tips supplied by interested employees. The movements, three of which have already been successfully handled, involved a total of 823 passengers, as follows:



R. E. Brewer

Six hundred passengers were secured by R. E. Brewer, Bookkeeper, Accounting Dept., from Los Angeles to Santa Monica and return July 10th; and on the same day 50 passengers to Mt. Lowe and return. These parties consisted of members of the Baptists Young People's Union attending the National Convention recently held in this city.

Motorman A. C. Russell, Western Division, secured two special parties consisting of Santa Monica Elks Lodge members of 50 each from that point to Glendale, July 21st, and to Huntington Park, July 22nd. In addition, he secured two other parties of Elks during the months of May and June, comprising a total of approximately 100 passengers which were not previously mentioned. Also, in this connection, Mr. Russell has supplied information concerning four future movements of the Santa Monica Elks Lodge to Pomona, Burbank, Alhambra and Monrovia, respectively, which were secured through his co-operation.



A. C. Russell

Trainmaster A. O. Williams and Supervisor L. Antista, Southern Division, secured 123 revenue passengers from Long Beach to Hollywood and return in connection with Pacific Electric employees party, Tuesday, July 27, at Grauman's Egyptian Theatre.

F. L. McCully, Terminal Foreman, Los Angeles, kindly supplied information as to an outing contemplated by the Vermont Square Masonic Lodge in September. This party will consist of approximately 100 passengers and Catalina Island will be their destination.

When it is considered that the above number of passenger fares were secured over our lines in one month through the efforts of but four loyal employees it is not difficult to visualize the results that are possible if more of us will take advantage of the opportunities which arise from time to time. Right at this season of the year outings are numerous and tips supplied will be aggressively solicited to a conclusion. This company has all the facilities for providing rapid and pleas-

## CAN YOU TRUST MEN?

You don't know whom you can trust these days, do you? Every fellow out for himself, willing to cut under you for his own personal gain.

Well, let's get out of here. Go somewhere where you can trust your fellow man. But it's a bad night to go out. Dark, stormy and windy.

What's that big line overhead? Oh, merely a high tension wire with enough electricity in it to kill hundreds of persons. But you didn't think a thing of walking under it. You knew the lineman had made it safe.

Now we'll get in a taxi and ride to the station. Got to hurry, if we're to catch the train. This fellow certainly knows how to drive. Takes a steady hand to keep out of a crash, but we'll not worry about that.

Bump! A big hole in the street. Terrific strain on the springs and the car. But nothing breaks. Sweating men at forge and lathe had done their work well. The others who fastened the nuts and bolts when the car was assembled did their work.

Well, here we are at the station. We crawl into our berths and go peacefully to sleep. The train plows on through the dark and storm. One man at the throttle holds the lives of hundreds in his hand. Water streams against the glass through which he peers out at the right of way. One signal missed and destruction awaits. Yet some other man, a nonentity in the cosmic scheme, has seen to it that all signal lights are burning.

And other obscure toilers who have repaired the track that day have gauged it and fastened it in its proper place. Our lives have been held in their hands.

And so it goes. Every day we trust our lives to our fellow men, men in far-off places, men who we never see, men who in the routine of their bread-winning are their brothers' keepers.

Oh, yes, there are some men you can trust! —Pittsburgh Press.

ant group transportation and it is noteworthy that many of the organizations, lodges, churches and others after once having used our services invariably return at a later date. Hence, one tip supplied today may be the entree to much future business and will help to increase special excursion travel.

Aside from the immediate revenue derived, there are other benefits which accrue to this Company through the supplying of special service. In all cases personal and preferred attention is given to group movements resulting in excellent service which has the effect of our deriving considerable favorable publicity that would not otherwise be secured. Therefore, there is no end as to the benefits which may be derived from group travel.

The showing made by special movements during July was excellent. There was a total of 83 special parties handled comprising a total of 12,036 passengers. This is approximately double the number secured during June.



# THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 11; No. 3

Aug. 10, 1926

## CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey ..... P. E. Club  
Willis M. Brooks ..... Mech. Dept.  
Daniel Sanchez ..... Freight Dept.  
Geo. Perry ..... Accounting Dept.  
V. L. Swart ..... Mech. Dept.  
R. S. Peterson ..... Trans. Dept.  
J. M. McQuigg ..... Tarns. Dept.  
M. R. Ebersol ..... Trans. Dept.  
E. C. Brown ..... Western Div.  
A. E. Norrbom ..... Freight Traffic Dept.  
Wm. Swartz ..... Mechanical Dept.  
F. E. Billhardt ..... Pass. Traffic Dept.  
J. M. McQuigg ..... Trans. Dept.  
F. E. Geibel ..... Mech. Dept.  
L. H. Appel ..... Elec. Dept.

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

WHILE Bolshevism and its claimed blessings to the "oppressed" has been exploded in practical demonstrations abroad, a story by Wm. G. Sheperd recently appearing in a national weekly dealt so clearly with the shortcomings of the fanatical theories advanced, as to be well worth repeating.

Briefly, Mr. Sheperd's story told of a small merchant in Russia, whose business, prior to the reign of Bolshevism, paid him about \$5,000 a year. When the country got into the hands of fanatics, some of his employees agitated: "Why should this man get so much money? Why shouldn't we take over the business ourselves?"

Before they decided to take it over the employees demanded and were paid more salary, but they still were dissatisfied. They must run the business themselves. It paid big returns and why shouldn't they all share equally in the profits?

With this in mind they eventually took over the business and for a time all went well. Soon dissension crept into their ranks, production fell far below previous output, costs went up and new business ceased coming in.

Pay days came around with startling frequency and soon their financial plight found them unable to meet their payroll. This they had not anticipated, nor had they thought of any adversities that frequently harass a going business. They had always received their wages regularly and rather imagined the business ran itself.

Things went from bad to worse and finally this previously cock-sure, but not thoroughly docile group, sent for their former employer and asked him to take back the business. He refused, telling them that he had made arrangements to go where the gov-

## COMPARISON OF ACCIDENTS DURING JUNE, 1925 AND 1926

	Northern Division 1926-1925		Southern Division 1926-1925		Western Division 1926-1925		Motor Coaches 1926-1925	
Interferences with vehicles..	95	126	62	83	188	234	28	31
Collisions and Interferences with cars .....	2	0	2	3	7	15	0	0
Persons struck .....	4	1	5	2	8	5	0	2
Deraillments .....	8	9	8	20	14	14	0	0
On and off moving cars ....	13	9	8	6	8	7	0	0
Miscellaneous .....	22	26	33	52	49	62	8	13
	144	171	118	166	274	337	36	46
	D-27		D-48		D-63		D-10	
				1926	1925			
Interferences with vehicles .....				373	474			21.3% Dec.
Collisions and Interferences with cars .....				11	18			38.8% Dec.
Persons struck .....				17	10			70.0% Inc.
Deraillments .....				30	43			30.2% Dec.
On and off moving cars .....				29	22			31.8% Inc.
Miscellaneous .....				112	153			26.8% Dec.
				572	720			20.6% Dec.

## BREEZES FROM L. A. HARBOR

By J. M. McQuigg, Agent, San Pedro

Increase at Port of San Pedro, during fiscal year ending June 30th, showed the large total of \$99,491,791.00 over value of cargo handled during previous fiscal year.

The tonnage again shows an increase of 1,257,306 tons over year ending June 30, 1925.

There was an increase of 509 ships visiting the harbor during the year. Vessels included in this number are those of 100 tons net or over, there being a total of 6410 against 5901 for like period of time previous year.

The tonnage passing through the port was as follows:

### Outbound:

Foreign cargo totaled... 4,306,326 tons  
Hawaiian cargo totaled... 196,254 tons  
Intercoastal cargo tot... 4,054,527 tons  
Coastwise cargo totaled 7,995,637 tons

### Inbound:

Foreign cargo totaled... 454,291 tons  
Hawaiian cargo totaled... 47,192 tons  
Intercoastal cargo tot... 1,032,147 tons  
Coastwise cargo totaled 3,071,471 tons

These increases indicate that the Port has had a steady growth during the past year, comparing most favorably to reports of business conditions in other parts of our country.

During the month of July 36,678 stems of bananas were discharged at the Harbor. Two more shipments are expected before the end of this month.

It is reported that officials of the United Fruit Company have recently made an extended inspection of the Harbor and are considering the advisability of bringing fruit to this port from their Central America plantations. It is also said that the Standard Fruit Company, who have been importing practically 50 per cent of the bananas from Central America to this port, will soon place some of their

ernment did not permit of confiscation of property.

From which we learn: Kill initiative and incentive in leaders of men and you destroy the foundation on which the well-being of the masses is founded.

own motorships in this trade, the first of which will be the Kosmos.

Local officials of the Swayne & Hoyt S. S. Company report that their company will take control of the American Far East Line, Shipping Board boats, which have been operated by Struthers & Barry, about August 1st. This firm is making plans to handle these additional boats, which number nine steamers in the American Far East trade. These additional boats will make Swayne & Hoyt one of the largest steamship companies operating at the Harbor. For the present they advise they will continue to dock all their ships at Pier 1, Outer Harbor.

—Week-end at P. E. Camp—

## SUSPENSION BRIDGE CABLES

Suspension bridge span cables are designed and fabricated to withstand tremendous loads as they are subjected to severe stresses. The following refers to two of the world's longest and most famous bridges.

The Brooklyn Bridge which has a main span of 1,595.5 feet and is supported by four cables, each having a diameter of fifteen and one-half inches. The cable consists of 19 strands, each composed of 282 galvanized steel wires 0.187 inches in diameter, totaling 5,358 wires in each cable. The cables have an ultimate strength of approximately 11,200 tons each.

The Bear Mountain-Hudson River Bridge is supported by two cables, each having a finished diameter, which includes compacting and wrapping of 18 inches, and an ultimate strength of 23,600 tons. Each cable is composed of 37 strands containing 196 wires 0.192 inches in diameter, making a total of 7,252 wires in each main cable.

—Vacation at P. E. Camp—

### Henpecked

"Did you give the man the third degree?" asked the police officer.

"Yes, we browbeat and badgered him with every question we could think of."

"What did he do?"

"He dozed off and merely said now and then, 'Yes, my dear, you are perfectly right.'—Selected.



## Sale of Fifty-one Tickets Result of Traffic Tips

HERE'S the "box score" of Southern Pacific traffic tips turned by employees during the month of July:

Number of tickets sold, 50½; number of employees turning in tips (not including Agents), 30; total number of tips received, 48.

From the above the following facts are divulged: Number of employees turning in tips was greater than ever before, as likewise was the number of tickets sold. During June 38 tickets were sold through medium of information furnished by employees.

The largest number of tips turned in by any individual employee numbered six, there being several with this number to their credit. However, in making "honorable mention" this month it was decided to name the employees whose tips resulted in the greatest number of tickets sold.

On this basis, the honors are due two Transportation Department employees, A. Hornbuckle, Motorman, Western Division, and T. R. Hodge, Conductor, Western Division, both of whose tips resulted in the sale of five round trip tickets to distant points in the United States.

The splendid work of employees in this connection has come to the attention of Southern Pacific officials, and elsewhere in the Magazine is an expression of their appreciation, being voiced by F. E. Watson, General Passenger Agent.

The following is a list of employees who submitted traffic tips during the month of July:

Wm. L. Falkenstein, Clerk, Auditing Dept.; P. H. Lyon, Freight Traffic Dept.; A. Pabst, Claim Agent Dept.; N. Greenstreet, Car Repairer, Mechanical Dept.; T. R. Hodges, Conductor, Western Div.; Frank Rulison, Accounting Dept.; Wm. E. Reed, Accounting Dept.; A. Hornbuckle, Motorman, Western Div.; H. C. Hall, Asst. Agent, Compton; Bailey Burch, Asst. Agent, Upland; E. Adler, Conductor, Southern Div.; H. T. Dullnig, Operator, Eng. Dept.; W. J. Lewis, Conductor, Southern Div.; L. H. Levon, Conductor, Western Div.; W. B. Phillips, Motorman, Western Div.; W. L. Brown, Accounting Dept.; J. Frownfelter, Eng. Dept.; D. H. Carey, Conductor, Northern Div.; W. B. Lambert, Motor Coach Operator; E. L. Griffin, Conductor, Western Div.; Herbert Hall, Asst. Agent, Compton; S. E. Wilson, Asst. Supt., Western Div.; S. W. Carpenter, Conductor, Southern Division; J. L. Anderson, Engineering Dept.; Francis J. Early, Asst. Ticket Agent, El Segundo; Mr. Knight, Conductor, Northern Div.; G. C. Sams, Trans. Dept.; W. J. Lewis, Conductor, Southern Div.; Wm. Mathieson, Acc't. Dept.; R. Hunsley, Conductor, Northern Div.; H. C. Ward, Trainmaster, Southern Div., and C. I. Hood, Motorman, Western Div.

## WORLD'S LARGEST TURBO

Of unusual interest to the engineering world is the announcement of the award, by the New York Edison-United Company to an American electrical manufacturing concern, to construct the world's largest steam turbo-generator unit for their Hell Gate Station.

The turbo is to be designed for a power output of 188250 kw. at unity power factor, 251000 H. P. The weight of the equipment will be 2810,000 lbs. (1405 tons).

The load capacity of the turbine is sufficient to meet in excess of four times the peak load demand of the Pacific Electric system.

—Week-end at P. E. Camp—

### Two of a Kind

A soldier went to his colonel and asked for leave to go home to help his wife with her spring cleaning. "I don't like to refuse you," said the colonel, "but I've just received a letter from your wife saying that you are no use around the house." The soldier saluted and turned to go. At the door he stopped, turned and remarked: "Colonel, there are two persons in this regiment who handle the truth loosely, and I'm one of them. I'm not married."—The Argonaut.

## FLOUR COMPANY TO FIGHT GRADE CROSSING PERIL

Cooperating with railroads to prevent grade crossing accidents, Sperry Flour Company has ordered all its drivers to come to a full stop before crossing railroad tracks.

In addition to truck drivers, all salesmen and employees driving company machines will be required to come to a complete stop with gears in neutral, not less than 20 nor more than 50 feet from any interurban, steam or electric railway crossing.

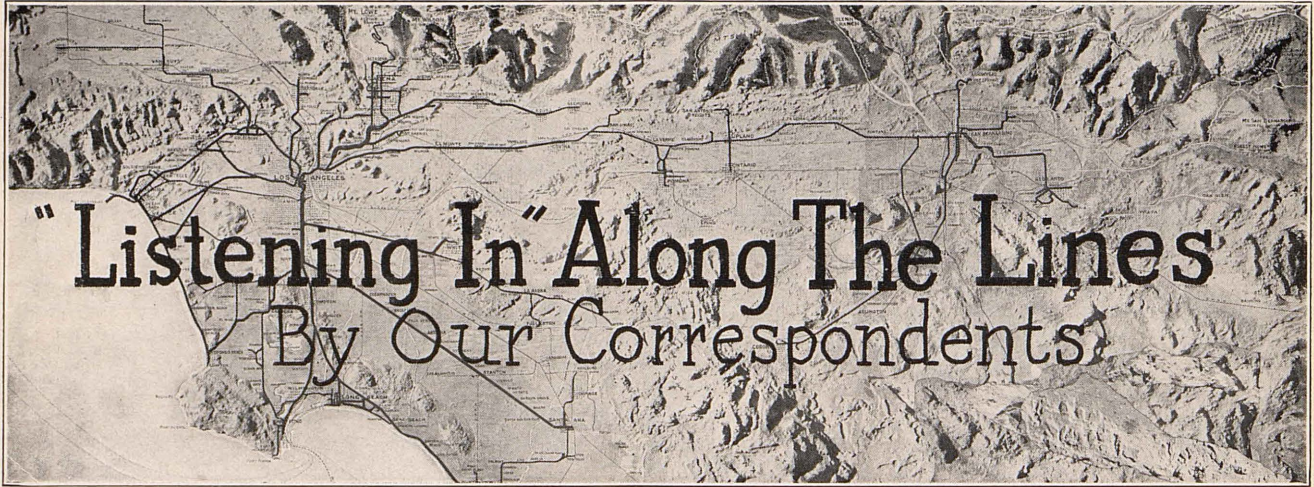
Wherever corporations have issued such instructions to drivers, crossing accidents resulting in claims against carriers have been practically eliminated, according to Southern Pacific officials. When enforced, rules of this kind are an effective insurance against injury, loss of life and property damage due to grade crossing hazards.

The Standard Oil and other companies have for some time had similar rules in force for their truck drivers and salesmen. The results have been outstandingly successful and it is anticipated that other companies, extensive users of automotive vehicles, will adopt this plan.



What a pleasant job it must be to be a Director. The Misses Helen Ferguson (left) and Ruth Clifford, film luminaries, being shown the sights by Manager Clark at Mt. Lowe Tavern.





**ACCOUNTING DEPT.**

By George Perry

Mr. St. John, Assistant to Auditor, has been getting close to nature on his vacation for the past two weeks at his ranch in Willits, Calif.

R. E. Labbe, Head Clerk Road & Equipment Bureau, and family, made a trip in their car to a camp in the Santa Barbara Mountains near Ojai where they spent the greater part of their vacation. They also visited Santa Barbara and surrounding points of interest.

R. G. Jones, Bookkeeper, Miscellaneous Accounts Bureau, went to Deming, New Mexico for a few days of his vacation. His reason for going was to see the well of the Angelus Oil Co. of which he is a stockholder. While there he took some very interesting snapshots, which he will be very glad to show to anyone who wishes to see them.

Accompanied by her mother, Miss A. King, of the Stenographic Bureau, left for Ogden, Utah, to take there for burial the body of her beloved father, who passed away recently. Our deepest sympathies are extended to the bereaved.

The Stenographic Bureau recently welcomed the return of Mrs. Donna Ruth Lockridge.

P. E. McAsey, (Mack) of the Road and Equipment Bureau, who was on vacation during the middle part of July had his hands full as Entertainment Committee for his sister "Peg" McAsey and her chum, Dorothy Nelson, of St. Louis, Mo. He showed them all the points of beauty of Southern California, including Mt. Lowe, Catalina, Pasadena, Hollywood and the beaches.

Our dear old "Daddy" Briggs was

around to see us the other day and he seems very well and happy. We know that his smile and kind words must be cheerful to the sick and afflicted employees, whom he regularly visits at the hospital and at their homes.

Mrs. Margaret Irene Jordan, Stenographic Bureau, has been transferred to Torrance and Miss Lillian Taylor has been transferred from there to replace her.

The tidal wave of vacations for July are as follows:

Mrs. Sodowsky .....  
 ..... Tour over Redwood Highway  
 Andrea Nielson ..... Catalina  
 Cathryn Fox ..... Catalina  
 Ellen Sparks ..... Yosemite  
 J. Hoover ..... San Francisco  
 Doris Lakey ..... Bakersfield  
 Mrs. Grace Shreeves ..... Reno  
 Florence Holderman .. Laguna Beach  
 Florence Cederstrom Camping in Ore.  
 Irene Hurlburt ..... P. E. Camp  
 Elizabeth Reckwig ..... Yosemite  
 May Painter ..... Home  
 J. Wood ..... Oakland  
 A. H. Manhart ..... Home  
 F. J. Ogden ..... Santa Barbara  
 L. Tighe ..... Home  
 E. C. Ater ..... San Francisco  
 E. H. Uecker ..... Home  
 R. T. Knowlton ..... Maine  
 Russel Carpenter ..... Home  
 Leo Becker ..... San Francisco

**MECHANICAL DEPT.**

Sherman

By Bill Swartz

Eddy Bonsall and wife just returned from Vancouver, B. C., where they spent their vacation visiting relatives.

M. T. Spencer and wife are now spending their vacation at the beaches. Both will be seen at the Picnic.

Mrs. May Ireland is now back with us after being off for several months due to an infection on her left hand, caused by a bite of a Maltese cat.

Mrs. Theresa Simon is now spending her vacation in the San Francisco district.

Deep sea fishing proved to be quite a sport for E. R. Daniels and Geo. Huntsman, who reported a very nice catch of Mackerel.

Bob Sidley, better known as Toledo Slim, says he will soon be ready to give us a tune on his new Piano Accordion.

Our venerable Shop Watchman, Emanuel Fresneda, Count of Hoboken, has just returned from an extended trip to New York and Philadelphia, at which latter point he visited the Sesqui-Centennial Exposition. He reports that, in spite of his age, he was the gayest old Sport in New York. However, he was glad to get back to dear old California.

**NORTHERN DIVISION  
 PASADENA**

By R. S. Peterson

Conductor R. N. Hosford, severely burned about hands and face while turning on lights in Oak Knoll car due to a short in the switch, is on the rapid road to recovery.

The problem of naming the cat turned into this office as a "lost article" from one of the local busses is yet unsolved. Its popularity has undiminished, particularly with J. G. Rovai, switchman in the North Fair Oaks Carhouse, who has proved himself to be a good provider.

Introducing new men: Motormen C. E. Moore and J. W. Harp who come to us from El Paso, Texas.

Quite a large number of employees chose July to take their vacations. Conductor N. J. Lucia and family had a very enjoyable time at the Pacific Electric Camp. Conductor G. E. Whithurst is glad to be back after



spending his vacation in Phoenix, Arizona, where he says the sun was doing double duty. Conductor C. F. Richmond and Motorman C. E. Tomkinson and their families have returned from a fishing trip on the Klamath River. Conductor F. T. Wales and family ended their journey at Coeur D'Alene, Idaho.

Mr. and Mrs. H. E. Rodenhouse are making an extensive trip through Yellowstone Park, then east to Montreal and Quebec, returning by way of Boston, New York and Chicago.

P. H. Riordan, Terminal Foreman, remained at home.

R. H. Dorman, Terminal Foreman, and family found Victoria, B. C., a city of many quaint characteristics and thoroughly enjoyed their trip which was partly by boat and railroad.

Others taking their vacations were: Conductors W. G. Reep, E. Palm, R. H. Horn, J. D. Elderkin, B. Wells, P. A. Lackas, C. E. Feller, H. McDonald, R. L. Ellison, W. L. Hubbell, J. M. Cook, and Motormen G. B. Kleckstein, N. R. Townsend, C. W. Olsen, W. A. Dickinson, T. J. McKee, and D. E. Coleman.

Several of our trainmen have set a worthy example and proved themselves to be good business getters as the tips furnished by them resulted in some good business for the Southern Pacific to eastern points.

#### 7TH ST. WAREHOUSE By Daniel Sanchez

Baxter, Ryan, Trucker, is the father of a baby boy, which makes No. 4. Congratulations to the proud father.

Walter King, Foreman Shed No. 1, is again on the job after a vacation with his family in Salt Lake City.

Roy Weaver, Trucker, has returned from a trip to San Francisco.

Thurbrus Phelps, Checker, spent his vacation at Portland, Ore., where he visited his grandson, born in Alaska last year. He is a proud grandfather and lets you know it.

Wm. Minyard, Checker, is visiting in the State of Texas looking over the home of his boyhood days.

Victor Thiel, Trucker, is on the job after a few weeks' vacation which took him to Virginia.

A. H. Stillson, Salvage and O. S. & D. Clerk, reports glowingly of Yosemite National Park where he spent his vacation.

Martin Fisher, O. S. & D. Clerk, has left the service to take a position in San Francisco. Many friends wish him well.

Horse Shoe Pitchers, attention! Those of you who wish to enter the contest which will be held at the Pacific Electric Picnic, Redondo, August

14th, should communicate with the writer. Last year some close and exciting games resulted.

#### WESTERN DIVISION By E. C. Brown

Motorman T. J. Caldwell and Conductor R. H. Leard have been dubbed the "Oriental Crew" since working the Chinese Special.

A trip to New York City, his former home, is the vacation treat being enjoyed by Motorman G. L. Leete and wife.

Trainmen of the Western Division extend their kindest sympathy to the family of Motorman W. B. Phillips who recently passed away.

Conductor H. J. White, "our neatest Conductor" is the envy of his fellows and many have spruced up quite a bit down Ocean Park way.

Wedding bells will soon ring and congratulations be in order to Conductor K. M. McPheeley of the Hill Street Station.

Motormen S. T. Cloud and C. J. McReynolds were recently welcomed back to the job after extended sick leaves.

A new Ford Sedan is now being graced by Conductor M. V. Berger.

M. S. Torgan and A. Porter, Glendale Conductors, are recent blushing bridegrooms. Both state their only regret is that they remained so long in single wretchedness.

Agent H. LeGrand, Glendale, says he has a few vacant lockers available to Glendale crews.

A pleasant vacation at Catalina is the report of Supervisor A. C. Moll.

#### SOUTHERN DIVISION By M. R. Ebersol

Chief Dispatcher H. E. Miller is now on the job again after a short illness in the hospital.

Conductor F. E. Wright, of the extra list, has joined the ranks of the benefits, having recently been married. Much happiness, we wish them.

W. J. Pelson, Freight Conductor on La Harba Line, who recently was operated on, is getting along nicely. He is now home from the hospital and recuperating, but it will be some time before he can return to work.

Conductor C. O. Pierson of Whittier Line recently spent three days in the San Bernardino mountains calling at the P. E. Camp. He reports the camp to be a fine place for vacation outing.

Conductor W. T. Hunter of the extra list, reports having spent part of his

vacation at the P. E. Camp. He also commends it to fellow workers.

W. B. Thomas, ex P. E. Motorman, is in Golden State Hospital, recovering from injury sustained in a fall from a horse.

Conductor P. R. Allison, of Long Beach, recently bid in the Whittier run and now lives in the Quaker City, having moved there last month.

Saturday, July 24th at Los Cerritos Field, of the P. E. Rod and Gun Club, was held the first night shoot. The blue rocks turned out to be white, and the field was lighted by flood lights. A very successful shoot for the first night attempt was reported and in the near future arrangements will be made for regular night shooting so that all who cannot attend during the day may go at night and enjoy the sport.

#### LONG BEACH & HARBOR By V. L. Swart

Lost—About July 10th, in Los Turas Lake, one perfectly brand new fish pole. Apply Mr. Boswell, 1st Street, San Pedro. Reward!

Assistant General Foreman Boswell is no longer an amateur fly caster; he is now a thorough fisherman with an intricate knowledge of fresh water fish. Unaided he did his stuff recently in the Los Turas Lake region by catching six dandy trout and bass, but had the misfortune to have one tricky member of the trout family to steal his new pole and take to deep water with it. Jim finished the day's sport with an old fashioned willow pole and angle worms. General Foreman Green shared the honors by making a good catch also.

It looks like old times again with Motorman A. R. Noyer and Conductor E. C. Sievers back on run 90. The writer is now assured of getting a sport Herald, daily!

Asst. Foreman H. B. Cherry has returned from his annual two weeks' vacation spent seeing San Diego and the Southland.

Jimmy Mosey, of the Night Crew, is absent on a two weeks' vacation. James has a busy time mapped out with trips to Big Bear and various mountain resorts on his list.

New members of the mechanical force at Long Beach are John R. Foster and C. P. Gilbert.

We are all glad to see Charlie Mitchell, our popular Bus Mechanic, back at work again after a two weeks' absence on the sick list, during which time he had his tonsils removed.

Motorman James Grizzle pulled this one:

"Why is Run 85 known as the 'Corn Beef Special'?"

"Because 'Dinty' Moore is on the front end and 'Jiggs' on the anchor."



## "Rules and Regulations"

(Continued from Page 6)

Unclaimed merchandise is taken possession of by the collector of customs and sent to a warehouse according to the character of the merchandise, especially designated for the purpose by the collector. Merchandise taken possession of by the collector as unclaimed, for which no entry has been made and remaining in a bonded warehouse or public store is appraised and sold at public auction at the next regular sale as abandoned to the government. Any merchandise, except tobacco, which has been abandoned or forfeited to the government under the customs laws, subject to internal revenue tax, must be destroyed instead of being sold at auction if the collector is satisfied that it will not sell for a sufficient amount to pay such tax. Imported merchandise on which the duty has not been paid, remaining in bonded warehouse beyond three years from date of importation is abandoned to the government and subject to sale.

Merchandise entered for warehouse and duty paid, remaining in public store after expiration of the bonded period and other duty paid or free merchandise for which delivery permits have been issued, remaining in such store at the expiration of one year from the date of importation is treated as abandoned to the government and sold for the government's charges.

A brief notice of the time and place of sale of such merchandise abandoned to the government is given for three successive weeks immediately preceding the sale in two newspapers of extensive circulation published at the Port. If the collector is satisfied that the proceeds of such sale will not be sufficient to pay the expenses and duties, a written or printed notice of the sale, in lieu of such advertisement, is conspicuously posted in the customs house, and if deemed necessary, in some other place for three weeks.

### Order of Charges

From the proceeds of sales of merchandise remaining in the warehouse beyond three years, the following charges are paid in the order named:

First—Expenses of advertisement and sale.

Second—Duties at the same rates as if the merchandise had been regularly withdrawn for consumption.

Third—Any other charges due the United States in connection with the merchandise.

Fourth—Any sum due for freight charges, or contributions in general average, of which due notice has been given in the manner prescribed by law.

Fifth—Storage and other charges for which the merchandise may be liable.

In case of merchandise warehoused in public stores, the storage and labor due thereon is paid from the proceeds next after the expenses of sale.

The charges against the proceeds of sale of unclaimed merchandise are paid in the order specified in the above, except that cartage and storage in bond-

## MECHANICAL DEPT.

By Willis M. Brooks

Al Rice, Foreman, spent an enjoyable vacation visiting old friends and relatives in Wisconsin. His visit was to some purpose, for we understand while back on the farm, he installed a new automatic milking machine.

Walter Bloomfield's attractive house in Gardena is all dressed up in a new coat of paint. Walter did the painting himself during his vacation, so he knows it is well done.

"Shorty" Mayfield of Torrance started an auto tour of the Yosemite in a Chevrolet while on vacation. When he returned home he was driving a new Jewett Sedan.

The boys of Torrance Shop who reside in Torrance are organizing a P. E. indoor playground baseball team. The pastime is rapidly gaining favor by indoor workers. Torrance already has a league organized.

The Truck Shop has the published notice of a marriage license issued to A. J. Jeanplong of the Truck Shop and a Miss Agnew. We understand the honeymoon is being spent at the P. E. Camp. More details later.

C. H. Dyer, of the Machine Shop, accompanied by his brother, his brother's wife and the guests will have a two weeks' outing at the P. E. Camp.

Frank Shumaker, Blacksmith Shop, is in the Hospital. We have no details, but all sincerely hope he has a quick recovery. Frank cannot be away long without being missed.

ed warehouses take priority next after the expenses of sale.

The surplus of the proceeds of such sales of unclaimed goods after the payment of storage charges, expenses, duties and the satisfaction of any lien for freight, charges, or contribution in general average are deposited by the collector in the Treasury of the United States if claim therefore has not been filed within ten days of the date of sale. However, the owner on due proof of his interest, is entitled to receive from the Treasury the amount of any surplus from the proceeds of sale.

Should the proceeds of the sale of merchandise in warehouse beyond three years be insufficient to pay the duties, after payment of all charges having priority, the balance will be collected upon the warehouse bond, by suit, if necessary. When the proceeds of sale of unclaimed merchandise are insufficient to pay the charges and duties, the consignees are liable for such duties. Merchandise for which no entry has been made, and no claim advanced thereto, is considered as shipped to the consignee without his consent and no effort is made to collect from such consignee any balance of duties due.

Wm. Chapman, of the Machine Shop, is at home suffering from a severely bruised foot caused by a dropping armature.

Received a most interesting letter from our friend Joe Hughes, who, with Mrs. Hughes, is on an extended leave abroad. Excerpts from his letter follows:

"The only thing that is not nice is the weather and it seems that Amundsen put a dent into the North pole when he flew across it for the weather is cold for this time of the year, but the country is beautiful, every piece of ground tilled and kept in order.

"In England the street cars are of a double deck type and the fare is taken in Zones, the longest line in Birmingham being about five miles and the fare to the end of the line is five pence, or ten cents in U. S. coin, as a penny is equal to two cents. They do not have any transfers here, of course, they do not begin to compare with the electric lines in and around Los Angeles. Also the same may be said of the steam lines, both in England and Denmark. While they travel much faster in England than in the U. S., yet their systems are about the same as 50 years ago. The rails in England are double ball and when the top is worn, are turned over and the bottom side used. They are put into chairs with a wooden block driven into the side to tighten them. I hardly think they would work in the U. S. with our heavy rolling stock. They keep their roadbeds in excellent shape and very clean. In Denmark they use the American system of rail laying, except their ties are not so thick. The street cars are of a very small type, holding about sixteen persons. They use no trolley wheels but use a tube bent into an oval shape but a spring, much the same as our city cars with a turn table. They seem to give good satisfaction. One sure thing they do not jump off.

"Of course, I am at a disadvantage here as I cannot talk Danish but I am getting lots of kick out of it and am enjoying myself immensely. We take a Ford machine with a driver and go from place to place. The cost per day being 10 Kroners which is equal to about \$2.50.

"We will remain here about two weeks, then go to Copenhagen. I don't know if we will get as far as we would have wished as I want to get back to England about the latter part of July or the 7th of August. It is very hard to get hotel accommodations. When we arrived in Esbyerg from England there were no rooms to be had. So we had to take the train and come inland about 75 miles and then could only get a cot each placed in the reception room of the hotel. The only trouble is they eat about six times a day."

Fred Miner, Assistant Foreman of the Machine Shop, has perfected a very efficient machine for use in assembling or dismantling motor coach differentials. A differential once set in the machine can be rotated into any desirable position.





He—"I'm a little stiff from bowling."  
 She—"Where did you say you were from?"

"How many calories are in this soup?"  
 "Boss, there ain't none. This am a clean place."

She was the dry goods dealer's youngest but she had notions of her own.

#### In Californ-I-A

"What is the difference between a stenographer and a confidential secretary?"  
 "You don't dare fire a confidential secretary."

Teacher—"Can you tell me a part of the Bible which forbids a man's having two wives."  
 Pupil—"Yezz'm. 'No man can serve two masters.'—Little Brown Jug.

Professor—"Young man, I understand you are courting a widow. Has she given you any encouragement?"  
 Y. M.—"I'll say she has. Last night she asked me if I snored."

Ruth: Do you know father has never spoken a hasty word to mother?"  
 Richard: How is that?  
 "He stutters."—Answers.

Customer (on Sunday morning): "Give me change for a dime please."  
 Druggist: "Sure, and I hope you enjoy the sermon."—United Effort.

"What caused the fire?"  
 "Friction."  
 "Friction."  
 "Yes, a \$20,000 policy rubbing against a \$15,000 stock."

#### He Sees Best in Everything

An Irishman who had been in this country a couple of years was asked how he liked prohibition. He replied "It's a darned sight better than no liquor at all."

Stranger: "I represent a society for the suppression of profanity. I want to take profanity out of your life and—"  
 Jim: "Hey, Tom! Here's a man who wants to buy your flivver."

A house is made of sticks and stones  
 And sills and posts and piers;  
 But a home is made of loving deeds  
 That stand a thousand years.  
 The men of earth build houses, halls,  
 With chambers, roofs and domes,  
 But the women of the earth—  
 God bless them!  
 The women build the homes.  
 —Henry Van Dyke.

"Its the little things in life that tell", remarked the girl as she dragged her kid brother from under the sofa.

If S-I-O-U-X spells "su"  
 And E-Y-E spells "I"  
 And S-I-G-H-E-D spells "cide"  
 Why doesn't S-I-O-U-X-E-Y E  
 S-I-G-H-E-D spell "suicide?"

"Pa, what does it means here by "Diplomatic Phraseology?"  
 "My son, you tell a girl that times stands still while you gaze into her eyes, that's diplomacy. But, if you tell her that her face woud stop a clock, you're in for it".

Small Son: Papa, who was Mike Huntry?  
 Father: I don't know. Where did you hear about him?  
 Small Son: Well, in school we have been singing 'Mike Huntry, 'tis of thee!'

#### And Not "Father"

"Women put up an awful bluff these days."  
 "How do you figure?"  
 "I started to kiss one the other day and she threatened to call her father, but when I went right ahead, she barely murmured, 'Oh, Daddy'".

#### Vegetarian Love

Do you carrot all for me?  
 My heart beets for you.  
 With your radish nose  
 And your radish hair,  
 You're a peach.  
 If we cantaloupe  
 Lettuce marry.  
 Weed make a swell pear.  
 —Ruth Van Vort.

"What would yo' do wif fifty million dollahs, Mose?"  
 "Go 'way wif such foolish questions, man—Ah'd read, dass all."  
 "Jes' read? Yo' crazy! Read what?"  
 "Bill o' fares, Jeff'son, bill o' fares."

#### Something in a Name

It is said that o young lady by the name of Adaline Moore invented the postscript.—Inkhorn.

#### The Height of Meagerness

Women who went in bathing used to dress like Mother Hubbard. Now they dress more like Mother Hubbard's cupboard.—Tampa Tribune.

Little Johnnie was absent from school When he returned the teacher asked him what excuse he had to offer. He replied: "Dr. Jones brought us a baby girl," at which a piping voice from the back of the room said "We take off of him too."

Waitress—Tea or Coffee?  
 Diner—Coffee, without cream.  
 "You'll have to take it without milk we have no cream."

"Where's your mother, son?"  
 "She said if you could go out and sow what people call your wild oats, she was going out and raise what Sherman called war!"

"Did you dream you were out riding with him last night?"  
 "Yes—how did you guess?"  
 "Saw you walking in your sleep."

Another good way to train the American youth for war is to make early marriages compulsory.

Uncle: "If you are good, Charlie, I'll give you this nice bright new penny."  
 Nephew: "Haven't you got a dirty old nickel instead?"

Foreman—"Now Murphy, what about carrying some more bricks?"  
 Murphy—"I ain't feeling well, governor; I'm trembling all over."  
 "Well, then, get busy with the sieve."

#### If They Became Mixed Up

Onyx Hosiery—"Best in the long run."  
 Otis Elevators—"Good to the last drop."  
 Klaxon—"His master's voice."  
 Ford—"I'd walk a mile for a Camel."  
 Fatima—"I'se in town, Honey."  
 Ivory Soap—"There's a reason."  
 Listerine—"What a whale of a difference just a few cents make!"  
 Palmolive—"44 years without loss to an investor."  
 B. V. D.—"Ask the man who owns one."  
 Cunard—"It floats."

#### From Praise to Prayer

The parson was preparing his sermon when the nurse announced, "A boy, sir."  
 "Hallelujah!" shouted the happy father.  
 "A girl, sir."  
 "The Lord be praised!" he exclaimed.  
 "Another boy, sir."  
 "Oh, Lord, stay Thy hand!" cried the parson in alarm.—Boston Transcript.

#### Hiawatha's Parody of Love

By the shores of Curticura,  
 By the sparkling Pluto Water,  
 Lived the Prophylactic Chiclet—  
 Danderine, fair Reo's daughter.  
 She was loved by Instant Postum;  
 Son of Sunkist and Victrola;  
 Heir apparent to the Mazda;  
 Of the tribe of Coca Cola.  
 Through the Tanlac strolled the lovers,  
 Through the Shredded Wheat they wandered—  
 "Lovely little Wrigley Chiclet,"  
 Were the Fairy words of Postum.  
 "No Pyrene can quench the fire,  
 Nor any Aspirin still the heartache,  
 Oh, my Prestolite desire,  
 Let us marry, little Djer-Kiss."  
 —Proof.



#### Teaching Willie Manners

Little Willie—"Pass me the butter."  
Mother (reproachfully)—"If what, Willie?"

Little Willie—"If you can reach it."

Mother—"What did mother's little baby learn at school today?"

Son—"I learned two kids not to call me mama's baby."

#### "The Code of a Good Sport"

1. Thou shalt not quit.
2. Thou shalt not alibi.
3. Thou shalt not gloat over winning.
4. Thou shalt not be a rotten loser.
5. Thou shalt not take unfair advantage.
6. Thou shalt not ask odds thou are unwilling to give.
7. Thou shalt always be ready to give thine opponent the shade.
8. Thou shalt not under-estimate an opponent, nor over-estimate thyself.
9. Remember that the game is the thing, and that he who thinketh otherwise is a mucker and no true sportsman.
10. Honor the game thou playest for he who playeth the game straight and hard wins even when he loses.

—The Open Road.

#### Back to Eve

Ysobel—"No, daddy, I won't need any clothes this summer."

Father—"Ye gods! I was afraid it would come to that."—Life.

#### Injecting the Pep

The most inspiring message from a head coach to his men is attributed to the football mentor of a North Carolina eleven just about to face Harvard. "I want you boys to remember," said he, "that every man on the Harvard team is a Republican."

—New York World.

"What's the most difficult thing you ever did?"

"It was the making of ten easy payments."

#### Extremely Homey

Exceptional, large well furnished room and private bath with cultured adult family:

—New York Times.

#### Charge of the Bobbed Brigade

Bobbed hair to the right of us,  
Bobbed hair to the left of us,  
Bobbed hair behind us,

Tresses asunder.

Some with a heavy mop,  
Some with a lighter crop,

Into the barber shop,  
Walked the bobbed hundred.

Women of high degree,  
Women past fifty-three,

Determined that they shall be

One of the numbered.

Some of them look real swell,

Some of them look like—well,

Just as well not to tell,

Oh, the bobbed hundred.

"The engine is missing again," he groaned.

"Good gracious!" she cried, "Where do you suppose we dropped it?"

#### SAWTELLE AGENT LAUDED

Agent J. H. Sandman of Sawtelle was most liberally praised in a recent issue of the Express Messenger, the official spokesman of the American Railway Express, by reason of good service rendered Armacost & Roynston, one of our Sawtelle patrons. Excerpts from the article follow:

Out of 3000 shipments, which averaged 3 boxes per shipment or 6000 boxes or pieces in all, they had only two claims to file and this, according to Agent Sandman, was partly due to the excellence of their packing and crating.

This concern deals in cut greens or "asparagus plumosos," technically speaking, and makes shipments daily to all states in the East. On their 32-acre plant, 17 acres are under lath, five acres are devoted to summer plants and 400,000 square feet are under glass, growing roses, cyclamen, fern and orchids. During the Christmas season the shippers forward around 100,000 cyclamen plants.

All of these are perishable, so that the small number of claims compared with the business handled is really an excellent record. We can readily believe that Agent Sandman is particular about seeing that the business is "started right" when forwarded from Sawtelle.



## PATHFINDER TIRES



**N**OW you can get a low-priced tire that will stand up and give service.

Built by Goodyear in its Los Angeles factories — the Pathfinder has all the features of many higher-priced tires. Big, oversize, with rugged tread and thick sidewalls, the Pathfinder is built to withstand punishment and deliver long mileage.

We sell them to you at an unusually low price—much lower, in fact, than many unknown tires of doubtful reputation and quality.

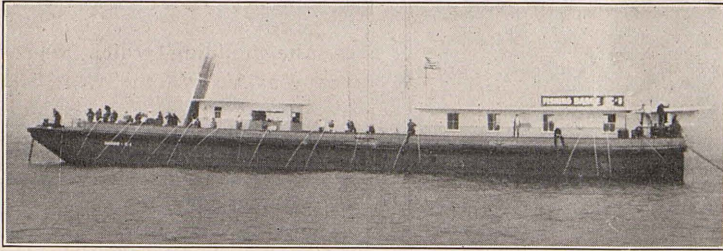
Your P. E. Identification Card entitles you to special prices.

### ZINS & CLAWSON SERVICE CO.

1228 So. Grand Ave.



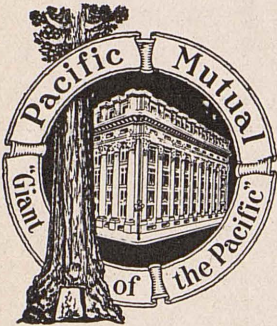
## A ROYAL SPORT For the Whole Family



Fishing from Large Steel Barge "C-1" 42x158 feet, anchored off Venice Pleasure Pier. Launch leaves hourly from end of pier. Launch ride to Barge, including all day Fishing \$1.00. Poles and bait free. Fishing parties arranged, if desired. Lunch, Soft Drinks, Cigars and Cigarettes for sale on barge. Dancing Free. Ladies' lounging and rest room Accommodations for All Night Fishing Parties.

FRED O. HENDERSON, Mgr.  
Telephone  
Venice 63567

Off Venice  
Steel Fishing Barge "C No. 1"



Founded 1868

## The Pacific Mutual Life Insurance Company of California

Issues the

### "PACIFIC DISABILITY POLICY"

*Sold Exclusively to Electric Railway Employees*

**Pays** Accident Indemnity as long as you live for accident that totally disables

**Pays** Illness Indemnity for confining illness as long as you live.

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

Agents are located at the following points:

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

J. R. Dougher, Hill Street, Ocean Park, Western Div.—San Pedro

J. J. Hull, Northern and Southern Division

## Own a Quality Diamond

Our diamond stock is more complete than ever and prices are reasonable.

You can own one of these gems by paying a small payment down and the balance monthly.

Satisfy yourself by comparing them.

### Have You Seen the New 60-hour Bunn Special?

This watch will run 60 hours on one winding. Come in and let us explain the advisability of having a watch like it. Meets all railroad watch inspection requirements and does not cost any more than the original Bunn Special.

## V. A. CORRIGAN CO.

Official P. E. Watch Inspector

631 South Main Street

MAin 2492

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



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

As Made to the Comptroller of the Currency  
at Close of Business  
April 12th, 1926

ASSETS	
Loans and Discounts . . . . .	\$36,053,000.35
United States Bonds to Secure Circulation . . . . .	1,500,000.00
United States Bonds and Treasury Notes . . . . .	3,595,607.13
Other Bonds, Stocks and Securities . . . . .	1,289,427.55
Bank Premises . . . . .	497,019.45
Customers' Liability on Letters of Credit . . . . .	483,845.44
Customers' Liability on Account of Acceptances . . . . .	81,155.86
Redemption Fund with U. S. Treasurer . . . . .	75,000.00
Interest Earned, uncollected . . . . .	131,530.11
Cash on Hand . . . . .	\$3,154,349.21
Due From Federal Reserve Bank of S.F. . . . .	3,168,587.94
Due from Banks . . . . .	6,417,697.88
	<b>12,740,635.03</b>
	<b>\$56,447,220.92</b>

LIABILITIES	
Capital Stock Paid in . . . . .	\$2,000,000.00
Surplus . . . . .	1,500,000.00
Undivided Profits . . . . .	1,036,573.96
Reserved for Taxes . . . . .	14,001.15
Reserved for Interest . . . . .	107,762.45
Unearned Discount . . . . .	46,193.60
Securities Borrowed . . . . .	1,935,000.00
Letters of Credit . . . . .	525,145.44
Acceptances Based on Imports . . . . .	81,155.86
National Bank Notes Outstanding . . . . .	1,500,000.00
DEPOSITS . . . . .	47,701,388.46
	<b>\$56,447,220.92</b>

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

**We Pay Interest on Time Deposits**

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

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

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

OFFICERS

J. A. GRAVES  
President

H. F. STEWART  
Vice-President and  
Trust Officer.  
V. H. ROSSETTI  
Asst. Cashier and Asst.  
WM. LACY  
Vice-President  
J. M. HUTCHISON  
Vice-President  
A. E. ELLIOTT  
Vice-President  
G. H. NAEGELE  
Cashier  
E. L. POWEL  
Asst. Cashier  
C. L. HOGAN  
Asst. Cashier

E. MADER  
Asst. Cashier  
FRED. S. HILPERT  
Asst. Cashier  
ERNEST GARRETT  
Asst. Cashier  
F. B. DICKEY  
Asst. Cashier  
H. L. ST. CLAIR  
Asst. Cashier and  
Asst. Trust Officer.  
W. J. CROSBY  
Asst. Cashier  
W. D. BAKER  
Asst. Cashier  
F. B. PUTNAM  
Asst. Cashier

**A Bargain  
Opportunity**

The building which we occupy at 536 W. 6th Street, is to be torn down.

All shoes and oxfords are to be sold at one price—\$5.85. Nothing reserved.

New spring styles and the newest shades of tan are here. At either store—\$5.85.

**HENJUM'S MEN'S SHOES**

617 So. Hill St., Los Angeles  
536 W. 6th St., Los Angeles

**Newton Moore  
OFFICIAL WATCH  
INSPECTOR**

FOR

**Pacific Electric, Southern  
Pacific and Santa Fe  
Lines**

*Very best service offered in Repairing  
and Adjusting of Railroad Watches*

*Watches sold on terms to new  
Employees*

**301-2 O. T. Johnson Bldg.  
Cor. 4th and Broadway  
Phone METropolitan 3967**

**ASSOCIATED  
OIL COMPANY**  
SAN FRANCISCO

For over a quarter of  
a century the name "As-  
sociated" on Petroleum  
Products has been syn-  
onymous with highest  
quality.

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