



# THE PACIFIC ELECTRIC MAGAZINE

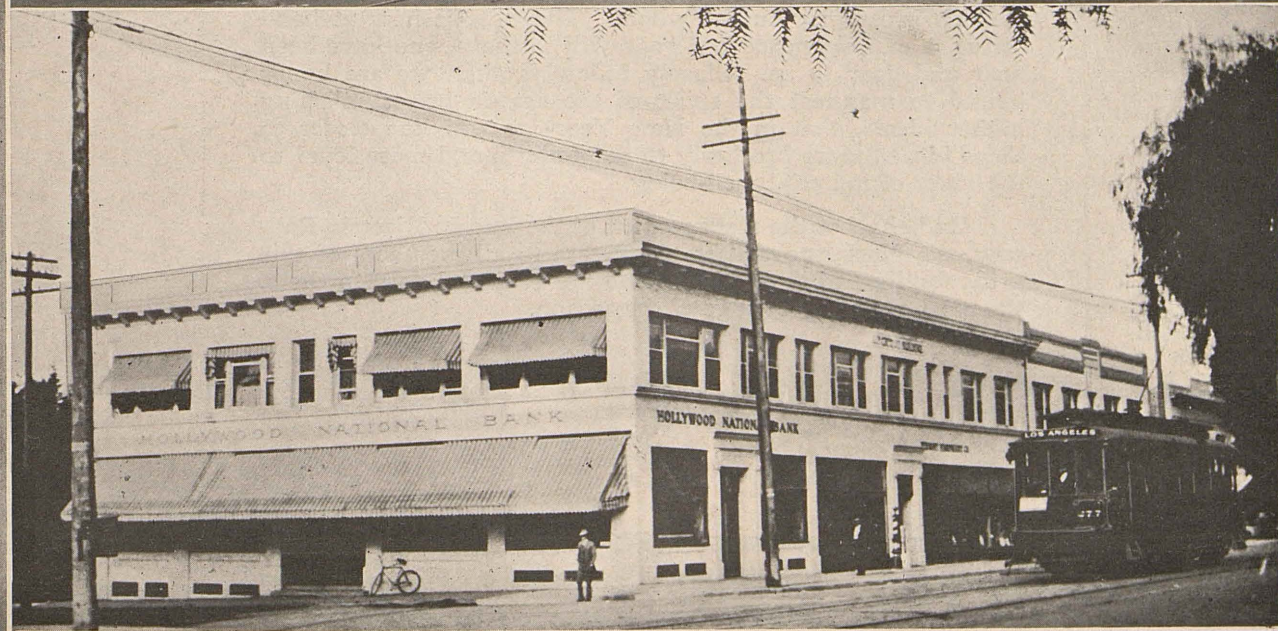


Vol. 11

LOS ANGELES, CAL., DECEMBER 10, 1926

No. 7

ECF  
380  
—



Fourteen Years' Progress in the Heart of Hollywood





# Christmas!

**T**HANKSGIVING, Christmas, New Year — the season most looked forward to by humaniy, is again upon us.

Thanksgiving—a day upon which we take pleasure in returning to Diety the gratitude for manifold blessings throughout the past year—one of the duties we owe to the Creator.

Christmas — a time of remembrance of the greatest gift to mankind — the Man of Galilee — and made beautiful because of His having been one of earth. A time when we find the truth of holy rite “It is more blessed to give than receive” and at which season we give material evidence of our affection and love to other mortals of life.

New Year—when mankind reviews his past twelve months’ activity, cleans his mind of errors of the past and sets for himself new hopes and ideals, both in his business and individual life.

The greatest of these, undoubtedly, is Christmas, for only through self-denial and the giving to others throughout the season, to children of poorer circumstances, may we receive the true happiness of the occasion.

During the past year, while many difficulties may have been encountered and life has not seemed as bright as it might, we of this Company have much to be grateful for because of steady employment, good health and more than reasonable prosperity on the whole. The time is now at hand for us to express peace and good-will to those who have been near and dear to us. Closely following that, we are honor bound to manifest the spirit of the season by establishing higher ideals, that in the New Year we will live closer to those ideals, more brotherly to our fellows and more loyal to the giver of material well-being.

On behalf of the management of the Pacific Electric Railway, the Magazine wishes to express to all members of this great family and to all those who are near and dear to them, the most sincere greetings of the season.



# 'Order a Month's Supply' Is Stores' Urge

## Unapplied Material Source of Great Waste Due to Resulting Interest Loss, Deterioration and Obsolescence

By C. C. FENIMORE,  
General Storekeeper

**T**HE TERM "Unapplied Materials" may properly be considered as including all materials on hand which have not been made use of, whether in possession of the Stores Dept. or the prospective user.

Inasmuch as the entire system is, at the present time, being combed by company representatives for surplus unapplied materials in the hands of prospective users, the term as used in this article refers to these materials rather than to those in Stores Department custody. It is written with the idea of showing the reasons for such usually unnecessary accumulations and, if possible, to help prevent them in the future.

Authorities on the subject all agree that the manufacturer who maintains his investment in raw materials, as well as finished products, at a level close to his production and sales is in the healthiest condition and makes the safest investment.

If this is true of the manufacturer, it is equally true of a railroad which might be considered, in fact, is engaged in manufacturing and selling transportation. It is manufacturing transportation by maintaining its passenger and freight equipment, its roadway and track, its substations, its overhead, its shops, stations, agencies and all other property necessary in the operation of a railroad.

### Task Difficult

If it is difficult for a manufacturer to live up to this necessary essential to a successful business, and statistics repeating business failures from this cause, show that it is, it is increasingly difficult on a railroad property. In the manufacturing industry the supply of material is usually held at one location, in a comparative small area. But on a railroad such as the Pacific Electric with more than a thousand miles of track where every section house or tool box, every freight and passenger station, every sub-station or telephone booth, every office and every desk, every workman's bench, even the right-of-way itself, is not only a potential store house but sometimes actually is that, the difficulty of holding down the investment in such material is greatly multiplied.

One of the principal reasons for the accumulation at the unauthorized store

houses mentioned is due to the failure of the prospective user in applying the same economical principles to securing materials for company use that he does in securing supplies needed in his own household. When brooms, brushes, or soap are needed at home we do not buy them by the dozen, half dozen, or case, nor do we spend our money several months ahead of the time when these articles are required. If we do buy in quantity larger than needed for immediate use, it is to take advantage of quantity prices, which question on the railroad is one for the Purchasing Agent to contend with, rather than the individual or departmental user, since the Purchasing Agent is buying the combined requirements of all company users.

### Order What You Actually Need For Delivery When Ready to Use

**W**HEN brooms and brushes are needed at home we do not buy them by the dozen or half dozen. If the family car needs a rim bolt, we don't buy two or three, even though we may reasonably expect to use them some time in the future."

One of the greatest problems of the Storekeeper today is to impress upon users of materials and supplies the great loss which comes from ordering in excess of current and early needs. Resulting therefrom come (1st) loss of interest and use of money that could well be utilized in creative activity; (2) loss incident to securing advantage of improvements constantly being made; (3rd) deterioration loss which comes from stocking, handling and the natural elements.

Without mature thought the waste resulting from the foregoing appear not of great moment, but when it is considered that our Stores have constantly in their care some \$1,500,000. worth of materials and supplies the insistent urge made to "order a month's supply" becomes good logic. Were all to order two months ahead of requirements the investment would practically be doubled. And an idle million and a half dollars would result!

Due to the unceasing vigil of our Stores Department good headway has been made in reducing to the minimum waste from this source, but there is still opportunity for betterment. In the words of Mr. Fenimore, "order only what you KNOW you need, rather than what you THINK you may need, and order it to be delivered when you are READY to use it."

The material you receive for company use represents the same cash out lay by the company, less wholesale discount, that the same articles do that you use in your own household. If all of us were conscientious in applying this simple practice, a very considerable amount of money invested in unapplied materials that are lying idle might be diverted to other channels, where instead of being an expense in

interest on investment and carrying charges, it would bring in a revenue.

A good rule for the user to follow in ordering stationery is to only order thirty days requirements at a time, ordering every thirty days, and having in reserve a supply ample to last only until receipt of new supply.

On the Pacific Electric, where the most remote point is only a few hours distant from the general store and where the system is practically covered each month by the supply car making deliveries, as well as picking up scrap and surplus material, there should be little or no excuse for having more on hand than is currently needed.

Perhaps a few general examples of conditions found in previous surveys might help to impress upon all material users the necessity for co-operation in helping to improve the situation so that the representative making periodical check can report to the management "No Surplus Material On Hand."

Let some departments might consider that they have been slighted in other examples mentioned, stationery and printing used by all departments will be taken up first.

### Abuse of Stationery

Being the most universally used material, stationery is also the most mis-used. There is hardly an office which does not have on hand one or more surplus items of stationery or printing. Singly the amount involved is small, but collectively it amounts to a considerable figure. Applied to the total to some thirty-five thousand commodities regularly carried in store stock, the amount is large enough to warrant diversion to earning channels.

Stationery and printing expenses can only be reduced by the proper maintenance of stock record showing actual quantity on

hand, used, on order and received. Means for maintaining such record are in the hands of every stationery user and is known to be positively workable, since the same record is being successfully used on every single commodity carried in store stock.

A common complaint against maintaining a record is that it takes too much time. Answering that complaint the storing of stationery in a neat, orderly manner, away from dust and dirt



will work wonders in reducing time to maintain records and at the same time conserve stock by not having to throw dirty forms in the waste basket.

In a check of one of the offices just made, there was found a carton of twelve boxes of gummed labels of a certain size, where about three boxes per month are being used. The question is asked why return any of these to the stationery store inasmuch as they will eventually be used. The answer is that if we find a few more offices like that, we will not need to spend any more of the company's money for that particular kind of gummed labels for several months.

#### Poor Storage Result

Sometime ago on making check at one location a rather large number of a certain type of lamp lenses were uncovered in boxes, cans and bags. The number was surprisingly large, even to the individual in whose custody they were found. After they were returned, with one or more lesser stocks of the same item, it was not necessary to purchase any lenses of this type for several months. Arrangement of stock in a neat and orderly manner would have shown at a glance the amount on hand, and prevented an over-supply.

At another office a red and white train lantern were found. The red one was for emergency track protection, the white one for use in case of failure of electric lights. For both uses tubular lanterns would have better served the purpose at a saving of more than one dollar on each lantern. If requisitions on the store in all cases showed to what use the material was to be put the Stores Dept. could in some cases, offer substitutes of greater service to the user, and more economy to the company.

At another location was found several barrels of cleaning materials for use over a several months period. If there was any price advantage to be gained in buying in such quantity, the Purchasing Agent can usually obtain the same advantage by means of blanket order, for the full quantity on which the quantity discount is allowed, specifying delivery as requested, and payment only as delivered, thus permitting the company to use money for other purposes, instead of having it idly invested in materials not being used.

#### Apply Home Economy

A condition not infrequently found is that of the user, who needing perhaps four of five of a certain article, orders a half dozen—you know a half dozen is an even number and one might be lost or needed sometime—so we just order a half dozen. The chances are good that the extra one or two are never used and sooner or later they are picked up and returned to store as surplus. If it is a standard stock item, it can be disposed of with only the loss of the use of the money which it cost, while idle, but if it is not a standard item, the loss in disposing of it will run anywhere from 10 to 100 percent, depending on the nature of the material. Do not order more materials than you need. If the family car needs

## Will Ol' Santa Remember Mexican Camp Kiddies?

**F**IVE hundred Mexican kiddies in the Camps throughout the system are eagerly looking forward to Christmas!

Their joy of anticipation is just as keen, just as childish, as that which beats in the hearts of our own dear little fellows. With only a little thought, a little effort on the part of many of us, these young folk can have the best Christmas they ever experienced. And, knowing their joy, we'll feel the better for having done our share.

Miss Eva Petersen, Nurse, Engineering Department, in co-operation with Club Manager Vickrey, has assumed the task of collecting and distributing toys and clothing, discarded and otherwise, that may be brought in by employees. Gifts should be in reasonably good condition, but when in doubt, send them in, either care of Miss Peterson, Room 694, P. E. Bldg., or the Club at 8th and Wall Streets.

Along with donated gifts, and following the usual practice of the Company, candies, nuts and fruits will be distributed to the kiddies in the twenty camps throughout the district.

There are few of us who haven't something about the home that will provide weeks and months of pleasure for these youngsters. Supplying the needs of 500 of them is a big task. Let's do our share!

a rim bolt, you don't buy two or three, even though you can reasonably expect to use them some time in the future.

The examples cited are individually small, and for totals, it would be necessary to multiply the individual cases by some thirty-five thousand, or by the number of items carried in stock.

A good thing to remember in ordering material is that generally material represents about forty percent of the total cost of the job, against sixty percent for labor, and that the average of 35 cents out of each dollar the company takes in is spent for material.

Order only what you know you need, rather than what you think you may need, and order it to be delivered when you are ready to use it. Small and frequent orders are to be preferred to large and infrequent ones.

#### His Two Names

A Rolls-Royce drove up to the football field of the private school, and a very important looking woman called out to a little fellow in uniform: "Will you please call my son, Master Algeron?"

In just a moment there was a shout "Hey, Skinny, your ma's here!"

## STATE AND LOCAL TAXATION INCREASE IS ALARMING

The need of economy in state, county and municipal governments and the inevitable consequences which will result from the continued ill-advised tax burdens being assumed by these governmental bodies, were subjects upon which President Paul Shoup directed attention in an able article appearing in *Electric Traction* last month.

While the national government has felt and recognized, through a reduction of the income tax rate, the insistent demand of the public for less taxation, taxes of state and municipal governments have increased by a larger margin than the saving affected by reduced national taxation, Mr. Shoup showed conclusively.

"In a large degree the individual is unaware of how much of his daily burden arises from taxation," said Mr. Shoup. "In the case of growing state and local taxes, the failure of the public to demand a reduction in the scale of local and state government expenditures has been due to the fact that much of this taxation is indirect, in that it is passed on, as it inevitably must, to many more individuals than those who have direct contact with the tax collector.

"Twelve and one half cents out of every dollar of the combined income of the American people went into taxes in 1924. The cost of government in this country to-day exceeds the cost of food. The total cost of government in 1924, including money borrowed for state and municipal, was more than three quarters of a billion dollars more than the farm value of the chief crops of the United States in that year, as estimated by the Department of Agriculture. In California in 1924, the total cost of local and state government exceeded the total value of all agricultural products produced there that year, despite the fact that California is a great agricultural state."

"We (the electric railways) do not ask favoritism or exemption," concluded Mr. Shoup. "But if our fellow citizens can be brought to demand a curtailment of expenditures by government agencies, to insist on an economy that means not only getting value of the dollar received, but that the dollar shall not be taken from the pocket of the taxpayer if the injury done outweighs the good accomplished, then the bulk of the benefit from reduced taxes will go to the general citizenry—farmers, merchants, mechanics and every other group employed in gainful occupation. The electric railways will share in the proportion their properties bear to the taxable whole.

"Acting in our capacity as citizens we should, and with propriety, do all we can to bring the facts of the tax situation to the attention of the public generally."

#### Number Mixed

A negro school teacher is credited with the following: "The word 'pants' am an uncommon noun, because pants am singular at the top and plural at the bottom."



## Wig Wag No. 500 Put in Service



An even 500 crossing "wig wags" are now in service on P. E. lines. Photo shows Foreman Fuller and crew making an installation at West Chapman on the Santa Ana line.

By E. P. ENGELMANN  
General Signal Inspector

SOME sixteen years ago, when automobile traffic began to be considered as a serious factor in connection with electric train operation over grade crossings on the Pacific Electric system, it was seen that something more than the standard crossarm sign, as required by the law, would become necessary.

A crossing sign served very well for slow horse drawn vehicles, as the driver had plenty of time to look and stop, if necessary, even after close to the rails, as he would only be traveling about four miles per hour and would likely have a good share of the highway to himself. However, as the number of automobiles increased on our highways, the speed at which they traveled also increased, changing previous conditions.

### Auto Brings Problem

It is very evident that the driver of an automobile traveling at the rate of thirty miles per hour would not have as good an opportunity for seeing an object along the highway as the driver of a horse-drawn vehicle going four miles per hour. The autoist would have only about 1-7th the time to observe objects in his path as the slow moving vehicle. This meant that some sort of a device would have to

be perfected which would attract the attention of an automobile driver when approaching crossings.

With these principles in mind, J. B. Hunt now deceased, who at that time was connected with the original Pacific Electric system in the Telephone and Signal Department, conceived the idea of the "Wig Wag" automatic flagman. It was subsequently developed to its present state by this Company.

Its outstanding merit is the fact that a moving object will attract attention more quickly than a stationary one. This signal embodies both the moving object and the red light, in addition to the audible warning of the gong.

Experience has proven this type of flagman is by far the most effective railroad crossing protection device yet developed. In some respects it even surpasses a human flagman, in that the gong can be heard some distance before reaching the crossing and the red light is visible to the motorist long before a flagman could be seen.

Our first automatic flagman was placed in service at Eighth and Hooper Streets in August, 1910. Number 500 was completed and placed in service at Bullis Road, Lugo Station, on the Santa Ana Line on November 27, 1926.

The first 117 automatic flagmen installed were known as motor driven flagmen in that they were operated by a set of worm gears and driven by a 220-volt D. C. motor. On account of the number of wearing parts in the mechanism and the constant attention required to keep the motor clean and the brushes properly adjusted the cost of maintaining these signals was high. However, necessity again became "the mother of invention" and in 1920 and 1921 the 117 motor driven flagmen were replaced with the latest type of magnetic flagman. This greatly reduced the maintenance and at the same time increased efficiency. This later type is practically immune from mechanical failures, there being only one wearing part within the signal mechanism. The operation is extremely simple, consisting primarily of a large iron block suspended between two electro-magnets which are energized alternately by separate contact fingers. This produces the swinging motion of the target or banner.

The power consumption is very low due to the fact that the electro-magnets of the target are energized only a small portion of the time, the weight of the target causing it to return to its normal position while the alternate pull of the magnets produce the pendulum motion.

The standard control of these signals on the Pacific Electric is through trolley brush contactors placed above the contact wire and actuated by contact with the trolley wheel of passing cars.

A trolley wheel coming in contact with one of these brushes energizes a solenoid coil in the relay which controls the operation of the signal at the same time breaking its own circuit and placing relay in a position for a reverse operation through the second solenoid, or stopper coil. These relays were also developed by our own signal forces and are unique in that they operate directly off trolley voltage. They are so arranged that only one coil can be energized at a time, either the starter or the stopper depending upon the position of the relay, regardless of a short circuit in the lines or the number of trolley wheels passing under the contactor brush. One feature in the success of these relays is the fact that the coils are energized only a fraction of a second opening their own circuit the instant they are energized. This accounts for the fact that they are not easily broken down and will operate on a wide range of voltage. Another feature is the simplicity of design and their rugged construction.

### How Controlled

Each track on double or four track lines and each direction on single track lines is controlled by separate relay and entirely independent lines so as to eliminate the possibility of a false operation. The operation of these relay controls is directional and trains must operate in the proper direction on double track lines to properly operate signals. This is taken care of on single track lines by extend-



ing control lines in both directions so that signal is controlled from either direction.

In the harbor district where steam locomotives are sometimes operated in the handling of freight and in switching, automatic flagmen are controlled by track circuits somewhat similar to the circuits used on steam lines. Such track circuits on electric lines are much more complicated and expensive to install because it is necessary to use A.C. circuits in the rails. To keep these A. C. signal and D. C. propulsion circuits separated it is necessary to use what are commonly called "impedance bonds." These bonds choke back the A. C. Signal currents to the limits of their respective circuits, but allow the D. C. propulsion current to pass through. At the present writing there are thirteen track circuit controlled Automatic flagmen on the Pacific Electric system.

On December 1, 1926, there were in actual operation on this system a total of 498 automatic flagmen. Of this number 171 are located on the Northern Division, 210 on the Southern Division, and 117 on the Western Division.

About a year ago a complete survey was made of all grade crossings on the system. This survey resulted in the issuing of a work order covering the installation of 63 additional auto-flagmen which involves the estimated expenditure of \$52,401.00. Thirty-nine of these installations have been completed to date. A total of fifty-five flagmen have been placed in service during the first eleven months of 1926.

The importance of the "Wig Wag" Automatic Flagman as a crossing protection device is constantly being emphasized by the fact that civic organizations, public officials and private individuals are constantly requesting the installation of additional devices and our signal forces are being kept busy in the attempt to keep their installation work up to the pace set by these requests.

Automatic Flagmen are inspected at regular intervals by men assigned to these duties, a record of such inspections is made on a card provided at each flagman location. At the end

### Average of 110 Patients Daily at Medical Dept. Headquarters

WHILE most of us realize that caring for the physical well-being of approximately 6,500 employees, as falls to the lot of Chief Surgeon Weber and his staff, is a tremendous task, the full significance of the work involved is not thoroughly appreciated.

In an interesting review of the work of the Medical Department before the Executive Committee of the Club last month, Dr. Weber quoted a few statistics that clearly showed the splendid accomplishments of our medicos during the elapsed eleven months of this year. The figures follow:

More than 1,000 X-ray examinations were made.

Admitted to the Pacific Hospital 182 patients, on 101 of them operations were performed, the majority being of a major nature.

A total of 31,090 patients received medical attention at the hands of the staff in the general office, or an average of 110 each business day. This figure does not include the large number of calls made at homes, to the hospital and claim cases.

of each month these cards are turned into the office of Signal Engineer S. R. Florence, where they are filed for future reference. In addition to the inspection cards, each maintainer makes a daily report of all signal interruptions or troubles of any sort and of all work performed. These daily reports are checked and compiled into a monthly report, which shows the actual performance of all signals, lists all failures and troubles, and gives a personal record of each maintainer's work on his district for that month. In this manner it is possible to check up any poor material such as lamps, fuses, re-

### STENO CLASS TO ENGAGE IN PRIZE SPEED CONTEST

A shorthand contest, the first ever held among employees of this Company, will be staged on the evening of December 18th. All employees that are in regular attendance at stenographic classes are eligible to enter. A fountain pen as the first prize, and a high grade pencil as the second, will be awarded the winners of the contest.

The above facts are the high lights of the contest as given out by Educational Director E. W. Hill. The interest manifest by those eligible to compete insures plenty of competition and the ability of many of the students to attain a good rate of speed in the classes gives evidence that the winner will have no time to waste during the contest.

Plans have been worked out by Instructor Ida M. Scott for a standard test to be given and rules governing national Gregg speed contests will be resorted to. Mrs. Scott, who has supervised several contests in large schools, will personally conduct this contest.

The prizes will be donated by Club Manager Vickrey.

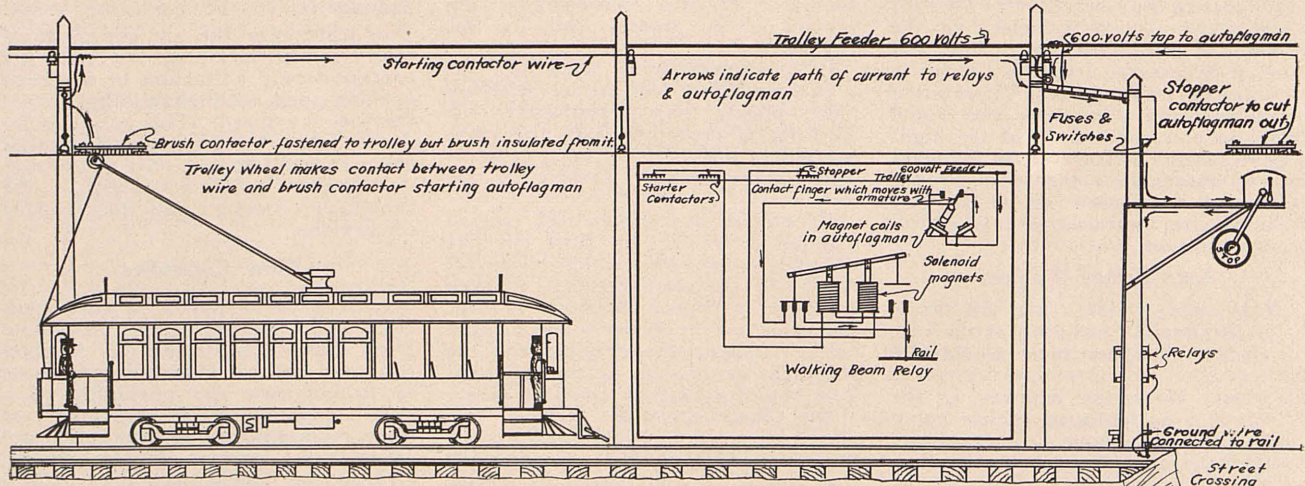
istance tubes, etc., which may be received from time to time and also enables men in charge to locate any weak point in any particular signal.

Maintainers are required to keep in close touch with Dispatchers so as to promptly take care of any defect in a signal operation which may have been reported by a passing Trainman.

### Degree of Perfection

With an estimated daily average train operation of 6816 it would appear that there are approximately 3,408,000 complete cycles of "Wig Wag" operations daily on the system. From records of "Wig Wag" failures it is apparent that there are approximately 170,400 complete cycles of operation to one complete "Wig Wag" failure.

It would be impossible to estimate the saving of life and property through the use of the "Wig Wag" Automatic Flagman but it is sufficient to say that if such were possible the figures would be startling.



Ever wonder just what controlled and the mechanical features involved in a "wig wag" crossing? The drawing above tells the story well. The sketch was made by H. K. Nickerson, Signal Draftsman, Engineering Department.



# A New Convenience to Patrons

## All Western Division to Arrive and Depart From New Subway Terminal Station

**A** COMBINED subway and surface station on Hill Street!

Plans have been completed, application made to the City Council and funds are available to correct and improve an unsatisfactory condition of long existence. Before many months have elapsed all passengers enroute from or arriving at Los Angeles from Western Division points will be able to do so from the Subway Terminal Building. Favorable action by the City Council is expected at an early date, when work will be begun forthwith.

In addition to the advantages to be thus gained, both to the traveling public and this Company, the plans contemplate the providing of an entrance to the Subway Terminal Station from Olive Street. A tunnel ramp, practically at grade and built along the lines of the tunnels being provided for school children under heavily travelled thoroughfares, is the type of construction contemplated. This additional entrance to the new station will begin at a point approximately opposite the Olive Street entrance to the Philharmonic Auditorium.

For many years there has existed a condition in connection with the handling of Western Division passengers arriving and departing from the Hill Street Station that has been far from satisfactory, both to the public and this railway. The surface Hill Street Station has always lacked facilities for unloading passengers, for which reason passengers on trains operated into the station were required to leave trains at either Fifth or Fourth and Hill Streets. Passengers from beaches and points enroute, desiring to continue on to Glendale, Burbank, Hollywood or San Fernando Valley points have had to leave cars at Fifth and Hill Streets and walk some 300 feet to the Subway Terminal Station. This necessity has caused considerable inconvenience to patrons who wished to transfer to points either north or south of the station. With the advent of the new Subway Terminal Station the way is paved for correcting this unsatisfactory condition.

The plan in mind involves the loading and unloading of passengers from the main floor level at the southeast corner of Subway Terminal Station, the present surface station on Hill Street to be abandoned entirely. In order to obtain ample station facilities for the three car trains operated to the west coast beaches it will be necessary to construct a portion of the loading and exit concourse at the end of the tracks under both the sidewalk and a portion of Olive Street. A marquee (covered protection) and umbrella sheds are to be constructed. Other work in connection with the improvement involves the providing of new trackage adjacent to station

building; removal of approximately 220 feet of trackage and one turnout; relocation of other tracks; filling old pit and providing new one and making necessary overhead changes. The entire project entails an expenditure approximating \$40,000. With a few changes to its entrance the present Hill Street station property will be leased.

The trains that will use the new surface station facilities are those destined to Venice via Short Line, Santa Monica via Sawtelle, Venice via Hollywood Boulevard and Redondo Beach via Palisades Del Rey.

This improvement, together with the additional entrance provided into the Subway Terminal Station will no doubt prove an incentive in attracting additional travelers over our lines through the added convenience afforded.

### GERMAN AUTHORITIES STUDY U. S. INDUSTRY PROBLEMS

Returning to Germany after a several weeks' study in the United States of street railway and bus operations, the representatives of the Berlin city government will report to the city that co-ordinated street car and bus transportation will render the best service, but that street cars must remain the chief conveyances. Buses have not shown themselves in the United States to be able to handle mass transportation, the committee will report, and in London they have

led to chaotic traffic congestion.

The report will emphasize the wisdom of Berlin continuing to make its city-owned surface lines a source of profit. Berlin taxpayers are opposed to subsidizing low street car fares, as is done in New York City, and a study of the situation there reinforced the committee's belief in the advantages of the German system. The German capital has a flexible car fare and when the city needs more money for any purpose its officials notify those in charge of the railway that fares shall be raised and a raise follows virtually automatically. At present the surface lines of Berlin are carrying 54 per cent of the traffic, the subways and elevated, 12 per cent; buses, 5 per cent, and steam railways, which constitute a belt line, 29 per cent.

"There has been some agitation by a city official in Berlin," stated Dr. Friedrich Lademann, Director of the Berlin Street Railways, "for the substitution of buses for street cars in the downtown section. However, our investigations here and abroad have convinced us that such a substitution is not feasible. The principal objections to it are that the cost of carrying passengers is higher on buses and the vehicles also occupy more street space per passenger than the surface car. In Berlin, we seek both to make transportation service profitable and to conserve street space. There is no doubt that the surface car accomplishes these results better than the bus.

"The situation in London was enough to convince us that the bus should not be made the principal means of transportation in downtown Berlin. We have no desire to create such traffic congestion in our streets as London now is experiencing with its many buses."

## Rapid Development of Hollywood Greatest in History of American Cities

**A** GLANCE at this month's cover picture offers an interesting study in the transition that has taken place in Hollywood in a short span of years. The two pictures show better than words that a remote, sparsely settled commercial district has been transformed into a thriving, bustling center of metropolitan city proportion. There is an elapsed period of fourteen years in the taking of the two scenes, the location being the present city heart, Cahuenga Avenue and Hollywood Boulevard.

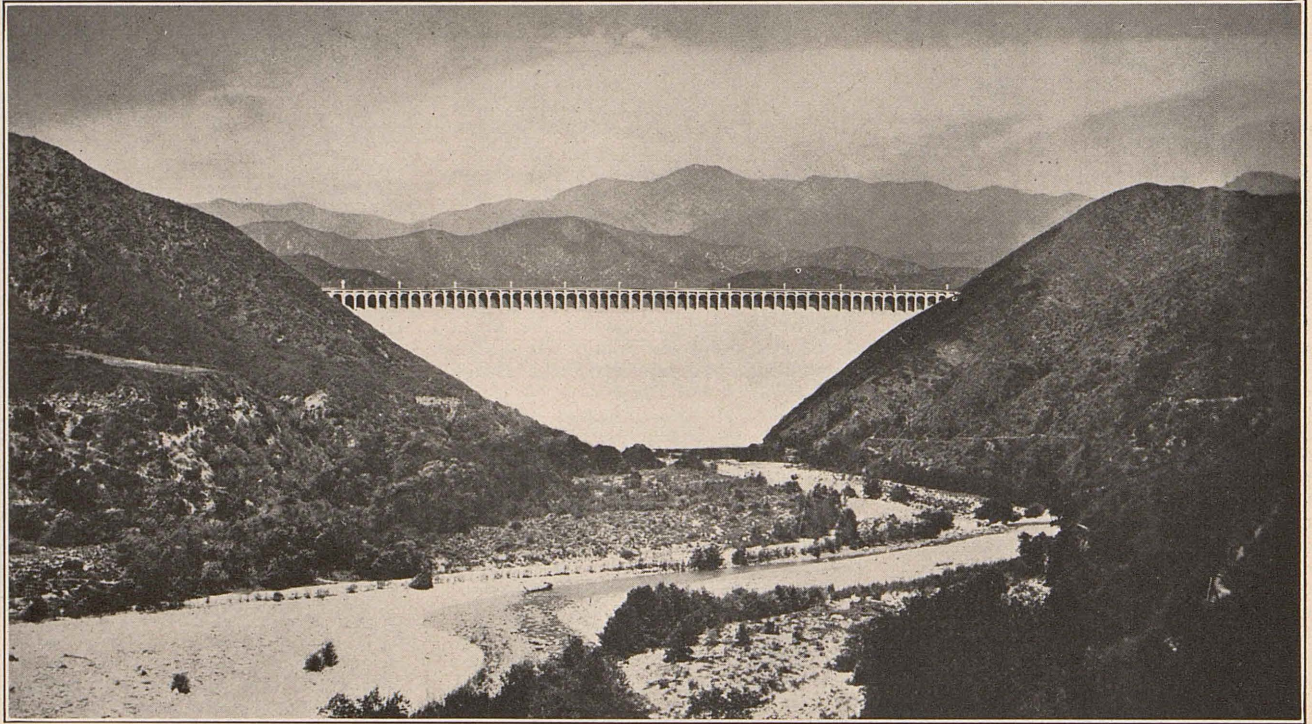
It is claimed, and relative figures are available to back the statement, that Hollywood during the past twenty years has experienced the most striking permanent development in the history of any American community. "Twenty years ago business frontage was available," quoting a Los Angeles Realty Board member, "at \$20.00 per foot, corners included. This same frontage possesses values today ranging from \$3,000 to \$5,000 per foot. The present rental value per foot per month would more than equal the purchase price of the ground in 1903."

While Hollywood has much to offer in beauty, climate an natural charm, its growth and fame is largely attributable to it having become the world's center in motion picture production. Within this district 80% of all pictures produced in the world are made. A billion and a quarter is invested in these properties; 22,000 people are permanently employed to whom a weekly payroll of \$1,250,000 is distributed.

This railway, as the principal transportation unit, has kept abreast with the development that has taken place, a fact well exemplified by comparison of railway facilities seen in the two cover pictures. Our local cars monthly transport some 1,200,000 passengers to and from this district, while coaches of the Los Angeles Motorbus Company, jointly owned, handle approximately 300,000 patrons monthly.



## WORLD'S HIGHEST DAM SOON UNDER WAY



Site and artist's conception of the completed San Gabriel Canyon dam. Costing \$25,000,000, its completion assures the harnessing of destructive flood waters. The lake it will form measures 2,000 acres.

### FREIGHT MOVING AT HIGHEST SPEED EVER ATTAINED

A new high record in speedy handling of freight has been established by the railroads, according to J. T. Saunders, Freight Traffic Manager for Southern Pacific.

The daily average movement of freight cars on steam railroads in September was 32.7 miles, the highest average ever reported for any one month. This exceeded by one-half mile the best previous record, established in October last year when an average of 32.2 miles was attained.

Southern Pacific's daily average for the same month was 41.6 miles per freight car per day, or 8.9 miles above the average of the railroads as a whole.

"More efficient freight handling," Saunders said, "is responsible for the vastly lower inventories now carried by merchants and manufacturers and the consequent annual saving of many millions of dollars in interest charges on 'frozen' stock. This efficiency is due in large measure to huge capital expenditures for equipment, second track, terminal and other facilities and shows the close relationship between good railroad service and the necessity for adequate railroad earnings."

In computing the average movement per day account was taken of all freight cars in service, including cars in transit, cars being loaded and unloaded, cars undergoing or awaiting repairs and cars for which no load was immediately available.

**T**HE world's highest dam, another of Southern California's epochal undertakings, is soon to be under way in the San Gabriel Canyon at a point some eleven miles north of Azusa.

Costing about 25 millions of dollars, completion of this great project will insure the control of flood waters that in years past have frequently devastated crops, orchards and other property. The harnessing of mammoth quantities of flood waters will instead be used to further bloom the rich, fertile San Gabriel Valley.

Few of us can accurately conceive the tremendous undertaking which the construction of this dam involves, but from the following statistics one may glean a fair idea of just what the task entails:

Completion of it will require the work of thousands of men for a period of from five to seven years. About \$20,000,000 of its cost will be spent on pay rolls alone.

Its capacity when full will be 240,000 acre feet and will form a lake back of the dam of more than 2000 acres, with a shore line of thirty miles.

This dam will rise 492 feet above its foundation and 430 feet above the stream bed; its length, from bank to bank, will be 2000 feet. Its thickness at base will be 400 feet and at top 25 feet, over which a scenic highway will be built.

The world's present highest dam is the Arrowrock Dam on the Boise River in Idaho. It will appear puny in comparison, as will be seen from

the fact that it is but 1100 feet long, half the length of the San Gabriel Dam, and rises to a height of but 349 feet.

For the purpose of providing facilities for the transportation of cement, rock, gravel and other materials needed, a standard gauge railroad, eleven miles in length, is now under construction, about eight months being required to complete it. When finished actual work on the dam proper will be begun.

This dam will stand as an everlasting monument to James W. Reagan, Chief Engineer of the Los Angeles County Flood Control District, he having conceived and designed it.

### MEDICAL DEPT. MEMOS

The Medical Department makes announcement of the following changes in personnel of physician staff:

Dr. Wm. J. Eckerle has been appointed Company physician at Wilmington, succeeding at that point Dr. McEachon.

Dr. G. A. Snyder of Sherman, has resigned, leaving Dr. J. H. Perry the only company physician there for the present.

On the medical staff of this company at Compton for the past fourteen years, Dr. A. L. Holcomb passed away last month after a short illness at the Seaside Hospital, Long Beach.

"Papa are all men born free and equal?"

"Yes son, but many of them marry."



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING AT P. E. CLUB

The November meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, November 3, at 2:00 P. M. The following were absent: F. R. Fysh, Geo. H. Grace, C. C. Tibbetts, K. Thompson, L. H. Covell, R. G. Miller, H. L. Legrand, P. H. Mann, A. E. Stevens, Howard Ross, M. T. Spencer, T. L. Wabenbach, and Earl Haskell.

### Club Fund

Balance, 10-1-26.....\$ 683.40  
Receipts ..... 1101.40

Total .....\$1784.80  
Disbursements ..... 1050.73

Balance, 10-31-26.....\$ 734.07

### Relief Fund

Balance, 10-1-26.....\$ 157.23  
Receipts ..... 645.17

Total .....\$ 802.40  
Disbursements ..... 425.00

Balance, 10-31-26.....\$ 377.40

### Unfinished Business

Mr. Mayfield brought up the subject of photographs in the Magazine of each Mortuary Member in the issue following the death. This subject has been brought up several times and each time has been laid on the table after a short discussion. Mr. Vickrey promised to invite Mr. E. C. Thomas, who can give additional information on this subject, to be present at the next meeting.

Mr. Brown gave a most excellent report on the entertainment and dance given for the employees at Pomona on Wednesday evening, October 20th. He stated that the music furnished by the P. E. Orchestra was most excellent, the entertainment good and each and everyone had a splendid time.

Dr. Weber was unable to be at the meeting on account of being called to court. The members of the Executive Committee had expected to hear the Doctor give interesting data on the need of a hospital for P. E. employees. However, it will be on the calendar when the Committee meet the first of December.

Mr. Vickrey stated that plans have been made for the installation of wash-bowl facilities at Ocean Park, and the work is to be done by the Engineering Department.

Mr. Wilcox stated that some seven hundred employees and their friends attended the picnic given for the P. E. employees at Pickering Park on Saturday, October 16. It was an all-day picnic with dancing in the evening. The music was furnished by the P. E. Orchestra. The day was ideal and

the employees and their friends enjoyed themselves to the utmost.

### New Business

M. T. Spencer, the oldest member of the Executive Committee, was unable to attend the November meeting as he was spending a few days in the Pacific Hospital, but hopes to be with the Committee at its next meeting.

Mr. Pontius has set aside room 711 in the P. E. Building to be used as a class room for those of our employees who are taking an interest in Short-hand and Traffic Management. Those who wish to study some particular line should get in touch with E. W. Hill, Educational Director, who can be communicated with at the P. E. Club.

Mr. Manley stated that an Indoor Baseball League has been formed among the following departments: Accounting, Transportation, Freight Traffic, Passenger Traffic, Engineering and the Rod and Gun Club. It is the plan to play a series of games during the coming months.

The Executive Committee was called upon to fill the vacancy caused

## Santa Again To Appear At Club's Xmas Dance

**T**he Pacific Electric Club is making careful preparations for the Christmas Dance which will be held on Thursday, December 23, at eight-thirty P. M. It is hoped that all who possibly can will avail themselves of this joyful occasion and urge their fellow employees to do likewise.

The royal welcome which was given Santa Claus at the Christmas Dance last year, together with the numerous requests from our Club Members have prevailed upon that worthy person to be with us again. Santa Claus has an unusually varied assortment of gifts this year, which with the last word in tasty candies, will make his appearance eagerly awaited by the Christmas revelers.

His appearance will be at nine-thirty in the evening in order that the happy children who accompany their parents, as well as the grownups, may have ample time to greet him personally and receive his gifts.

The Club is preparing for an attendance of five hundred and it is desired that all members save this date for the Club Christmas Dance. Local and professional talent will appear during the evening to aid in the entertainment of the dancers.

by the resignation of R. A. Williams, Executive Committeeman on the Western Division. R. B. Hooper was elected to complete the unexpired term and will be notified of his election accordingly.

Walter Burgess, Committeeman from the Mechanical Department Shops at Torrance, brought up the subject of a covering for the automobiles parked along the fence at the shops. The subject has been brought up previously and will be carefully considered by the Committeemen.

## P. E. CLUB BULLETIN From December 15, 1926 to January 15, 1927

### Wednesday, December 15:

Trainmen's meeting, all divisions. Will be notified by letter where to meet.

### Thursday, December 16:

Club Dance in Ball Room at Club, 8:30 P. M.

### Friday, December 17:

General Staff Meeting, 10:30 A. M.

### Monday, December 20:

P. E. Band rehearsal, 8:00 P. M.

### Thursday, December 23:

Christmas Dance in Ball Room at Club, 8:30 P. M. Santa Claus will be there in person.

### Friday, December 24:

No vaudeville account Christmas Eve.

### Monday, December 27:

P. E. Band rehearsal, 8:00 P. M.

### Thursday, December 30:

Club Dance in Ball Room at Club, 8:30 P. M.

### Monday, January 3, 1927:

P. E. Band rehearsal, 8:00 P. M.

### Wednesday, January 5:

Executive Committee meeting, 2:00 P. M.

### Thursday, January 6:

Club Dance in Ball Room at Club, 8:30 P. M.

### Friday, January 7:

Vaudeville at the Club, 8:00 P. M.

### Saturday, January 8:

Agent's Association meeting, 7:45 P. M.

### Monday, January 10:

P. E. Band rehearsal, 8:00 P. M.

### Tuesday, January 11:

Masonic Club meeting, 7:45 P. M.

### Wednesday, January 12:

Rod & Gun Club meeting, 8:00 P. M.

### Thursday, January 13:

Club Dance in Ball Room at Club, 8:30 P. M.

### Friday, January 14:

Car Foremen's Club meeting at 7:45 P. M. in Auditorium P. E. Club.

### Toot-Toot!

Here is a contributed tongue-twister which we have never heard before:

If a Hottentot tot taught a Hottentot tot to talk e'er the tot could totter, ought the Hottentot tot be taught to say aught, or naught, or what ought to be taught her?

If to hoot and to toot a Hottentot tot be taught by a Hottentot tutor, should the tutor get hot if the Hottentot tot hoot and toot at the Hottentot tutor?

—The Outlook.



## CLUB THANKSGIVING DANCE ATTRACTS LARGE CROWD

The Thanksgiving Dance which the Pacific Electric Club gave to its Club members Thursday evening, November 18, was a decided success. The Ball Room, which was appropriately decorated for the occasion, was crowded to capacity with the merry crowd, many of whom came in rural costumes.

At nine-thirty a grand march was formed of those who were in costume in order to determine the winners of the first and second prize. The judges awarded the first prize to Mr. and Mrs. C. G. Gonzalez and the second prize to Carl Weatherly and Mrs. W. E. Smart. Messrs. Gonzalez and Weatherly are employed in the Electrical Department, and Mrs. Smart is the wife of Conductor W. E. Smart of the Western Division.

During the evening delicious doughnuts and fresh apple cider were served to the appreciative guests who were at liberty to help themselves throughout the evening.

## CLUB VAUDEVILLE SHOWS

Owing to the fact that New Year's Eve falls on "show night" at the Club, there will be no vaudeville on Friday evening December 31.

Many of our employees are constant attendants of this popular entertainment and others who are unable to attend each bi-monthly performance, avail themselves of as many shows as their time will permit. There is a constant change in the personality of the audience which enables the Club to entertain a large number of the employees during the year.

It is again requested that each and every employee save the monthly magazine that they may have a bulletin of Club activities, thereby availing themselves of as many of these privileges as possible.

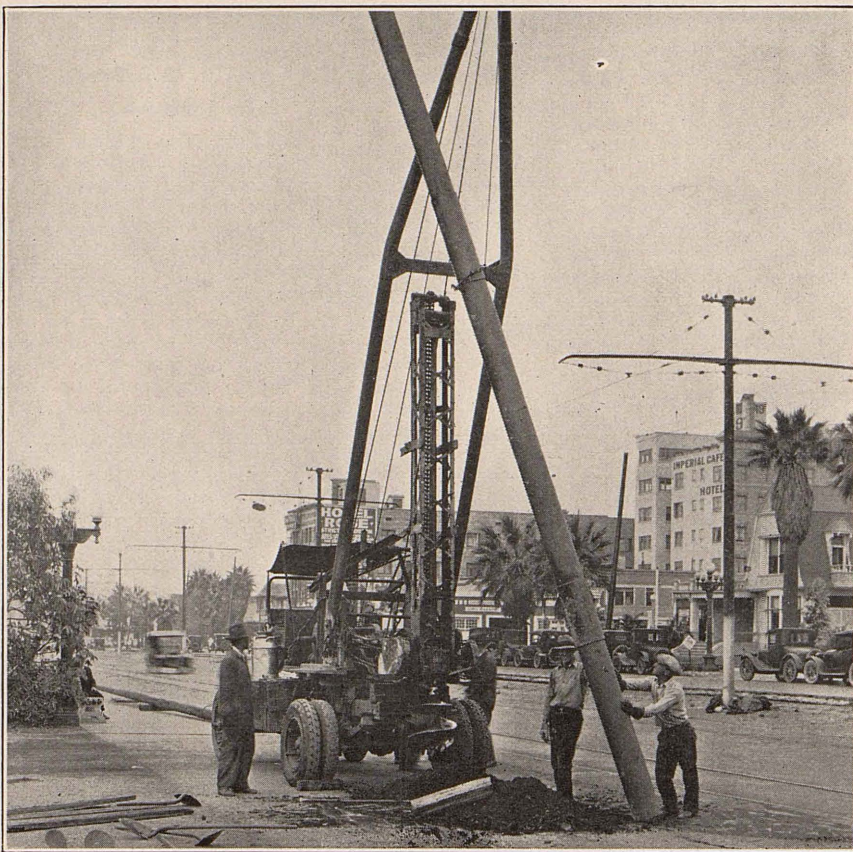
## NAME OF LINE CHANGED

Complying with the wishes of the people who use our service, the Company has changed the name of the "Van Nuys Line" to read "San Fernando Valley."

The decision to make the change was arrived at after much deliberation, during which time all angles of the question were considered. Citizens of Lankershim, San Fernando, Reseda, Owensmouth, Mission Acres and other communities have contended that the identification on the cars was misleading.

The matter was referred to the Associated Chambers of Commerce and at a Directors Meeting the wording "San Fernando Valley" was decided upon. The signs are now being changed and as soon as possible all cars to this district will bear the new identification, supplemented with a placard on the front end showing the names of all cities served.

## Steel Pole Setting Problems



Electrical Department force uses modern equipment in exacting new steel pole installation on Ocean Avenue, Long Beach.

By R. M. COBB  
Construction Foreman, Electrical Dept.

**T**O SOME it may seem that the job of setting a steel pole is a simple matter, but in reality, a great deal more thought and skill is necessary than appears at first glance. The work under way on Ocean Avenue, Long Beach, offers a good example of how this operation is completed.

Owing to the location, it was necessary that the poles be in a true vertical position, after the load due to the span attachments, was applied.

The resultant strains on the poles due to the weight of the overhead construction to be attached were determined and the rake at which the poles were to be set for the different span lengths calculated and a curve plotted for use of line crews.

The spans varied in length between 90 and 135 feet, and in consequence it was necessary to set the poles at different rakes for the various span lengths, so that when the load was applied, the rake would offset the normal deflection, due to the load.

The holes were dug by hand in the form of a square 3x3 feet for the first two feet, and then the remaining four and one-half feet were dug by machine in a circular form with a diameter sufficient to allow 6 inches of

concrete between the pole and face of hole.

Special pike poles are necessary to line up the poles, and the ones used here consisted of a piece of round wood about 3½ inches in diameter and 12 feet long, on the end of which was an iron fork, the tines being bent to a diameter slightly larger than the pole. These tines were covered with friction tape to prevent slippage.

Blocks were placed in the bottom of the hole far enough apart to catch the weight of the pole, and still allow the drainage necessary to prevent accumulation of moisture and consequent deterioration from rust.

When the hole has been made ready, the pole, weighing nearly 2000 pounds and 40 feet long, was raised by derrick and placed in hole, ready for alignment. In raking the poles against the span strain, a 5-foot straight edge was placed on the front side and a level with a graduated screw adjustment used on this to obtain the proper rake, as shown by the curve chart. A variation of but 0.1 inch in the 5 feet was obtained on many poles, this small difference being due to a small difference in length of span and consequent amount of weight to support.

When the poles were properly raked



the ells for street light conduits were placed by means of templates and then the remaining excavation was filled with concrete of a 1:2:4 mixture. About one cubic yard of concrete was required for each hole.

Before taking the pike poles away, it was necessary to support the pole in some manner to prevent the weight moving it out of alignment. This was accomplished by driving a wedge on the back side of the pole at the sidewalk line.

The work referred to consisted of setting 79 poles which was accomplished in less than three days' time under very heavy traffic conditions. This included digging the holes, placing and aligning the poles.

It was due to the active co-operation of the City Engineer's office and Police Department of the City of Long Beach, to whom thanks are due, that the crews were enabled to proceed without delay or interruption with minimum interferences to traffic, while the work was under way.

#### FAILURE TO UNLOAD FREIGHT CARS HARMFUL TO SERVICE

Failure on the part of the consignees to completely unload freight equipment works a hardship on both the shipper and the transportation company. In recent months there has been a growing tendency, observes R. S. Maison, Car Service Agent, among shippers of this district not to release equipment in the proper conditions, nails, blocking, cleats and refuse being left in cars.

Facts in connection with this matter were so clearly stated in a recent Southern Pacific Magazine article and applicable to conditions existing in this district that Mr. Maison requested we re-print it in full. Said the writer:

The question of completely unloading cars by consignee is of vital and mutual interest to the shipper and the transportation company, and the fact that this practice is not adhered to is working a hardship on all concerned.

It affects the shipper by delay in securing otherwise available equipment, and the carrier by the unnecessary extra handling of cars left dirty, or with nails, cleats, blocking not removed, requiring them to condition the car for further loading against possible damage. In a great many instances the carrier is compelled to switch refrigerator cars to some available point, employ help to remove straw and rotten melons or fruit not unloaded by consignee, and then reload this rubbish into other suitable open equipment for transporting to some point where final disposal will not conflict with city health laws.

The refrigerator car is delayed or eliminated from service for at least forty-eight hours, and the carrier is compelled to use possibly three or four cars to load and haul the refuse in non-revenue service, in addition to the expense of extra labor entailed.

Unfortunately, these conditions exist at a period when the movement of perishable commodities is heaviest, when every available refrigerator car should be in active service, and while

### Large Death List Marks Month Of November

**SIX** deaths, the largest number to occur during any month of the current year, were recorded in the monthly statement of the Insurance Bureau. In bold contrast to the month preceding, when no deaths in our ranks took place, the November death toll brought the total for eleven months of the year to 33. Forty-three deaths were registered during the twelve months of 1925.

Those called by the "grim reaper" were:

Thomas G. Brown, Blacksmith, Mechanical Dept.; Richard Scarisbrick, Chief Clerk, Efficiency Bureau; Eugene T. Kelly, Motorman, Southern Division; Earl H. Scott, Lineman, Electric Dept.; Jorge Rodriguez, Laborer; Engineering Dept. and W. E. Davis, Red Cap, 6th and Main Street Station.

Through the instrumentality of our Group and Mortuary insurance plans a total of \$14,550 was paid to beneficiaries named, an average of \$2,425 each. In addition, sixteen payments, aggregating \$1,032.20, were made to employees incapacitated in line with the disability clause of the Group Insurance plan.

In behalf of our "family" group we extend sincere wishes to the loved ones saddened by the passing of our esteemed fellows.

only this one class of equipment is mentioned, the delays and expense would apply equally to any cars not completely unloaded.

Another trouble frequently experienced is the practice of some consignees using empty cars after unloading at their warehouse, for dumping rubbish gathered from their own premises. No thought is given as to what trouble the transportation company will experience in disposing of this trash, and yet, there is no doubt but what these same concerns would demand a clean car when their business warrants the use of one for any outbound shipment.

Certainly the shipper wants a clean car, and the railroad is just as anxious that he get one.

If the consignee will assume his share of the burden by properly unloading the car, he will not only relieve the carrier of an economic waste, but will aid the shipper in securing in a more expedited manner the empty cars required for loading.

#### She Married a Live Wire

The groom is connected with the city electric department, and they will make their home here.

—Lunchburg paper.

### NEW MOTOR COACH SERVICE BEGUN LAST MONTH

Resumption and broadening of motor coach service by this Company to the Silver Lake, Hyperion Avenue and Glendale Boulevard districts became effective Monday, Nov. 15th.

Two routes into this rapidly growing district have been established, one to operate between Sunset and Sanborn Avenue and Glendale Boulevard and Fargo street. The other route provides for the operation of motor coaches between Sunset and Sanborn Avenue and Silver Lake Boulevard, via Hyperion Avenue.

A 30-minute service is being operated on the Sunset-Glendale Boulevard line from 6:15 a.m. to 11:15 p.m. daily, while service on the Sunset-Silver Lake line will begin at 6:30 a.m. and operate hourly until 11:30 p.m. daily. The schedules provided are tentative pending definite establishment of travel needs in these districts.

A six-cent motor coach fare is provided by the tariff on both lines, with a 10-cent toll where the passenger desires transfer privilege from coaches to electric cars, or vice versa, transfer points being Glendale Boulevard and Fargo street, Sunset and Sanborn Avenue, also Sunset and Silver Lake Boulevard.

### PUBLIC UTILITY BIRTHDAYS

A recent study of old records to determine the dates of origin of public service agencies in the United States has brought to light the following data:

1652—Boston established the first public water supply.

1816—Baltimore had first manufactured gas company.

1830—Baltimore and Ohio Railroad ran first train.

1844—First telegraph line, Baltimore to Washington.

1876—Boston has first telephone line

1882—New York has first electric central station.

1884—Cleveland has first electric street car line.

1898—First interurban electric line. Anderson to Alexandria, Ind.

The development of regulatory commissions began in 1839, when the first Railroad Commission was formed in Rhode Island. Gas and electric service were first regulated in Massachusetts in 1885. The earliest modern Public Service Commission was created in New York state in 1907.

### P. E. MASONIC CLUB NOTES

Election of officers for 1927 will take place Tuesday evening, December 14, at the Pacific Electric Club, 514 East Eighth street, at 7:30 p.m.

A record-breaking crowd, numbering 292, attended the Fourth Annual Dinner held November 12 at the Masonic Club of Los Angeles.

During November, the Pacific Electric Masonic Club conferred the third degree upon fellow employees at Sunnyside Lodge, Los Angeles; Triangle Lodge, Venice, and Redondo Lodge, Redondo.



# 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. 7 Dec. 10, 1926

## CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey .....P. E. Club  
Geo. Perry .....Accounting Dept.  
R. S. Peterson .....Trans. Dept.  
Mary Surr .....Northern Div.  
E. C. Brown .....Western Div.  
L. H. Appel .....Elec. Dept.  
Fred B. Hopkins .....Stores Dept.  
L. A. Biehler.....Engineering Dept.  
Samuel J. Mason .....Trans. Dept.  
V. L. Swart .....Mech. Dept.  
D. B. Van Fleet .....Terminal Foreman  
B. F. Manley .....P. E. Rod & Gun Club  
L. B. Young.....Special Rep., Executive Dept.  
J. M. McQuigg.....Transportation Dept.  
R. M. Cobb.....Electrical Dept.  
E. P. Engelmann.....Gen. Signal Inspector  
Max Schuring.....Engineering Dept.  
C. C. Fenimore.....General Storekeeper

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.

*Emphasizing the fact that our happiness, and even prosperity, depends upon the extent we practice courtesy and tolerance in our daily lives, the following editorial by L. B. Young, Special Representative, Executive Department, reveals some excellent thoughts that we may all well consider.*

**R**UDENESS is contrary to man's nature—it is the evil behavior of an erring mind. The man guilty of it seriously obstructs his own prosperity; his hateful conduct engenders a morose spirit; and he thus denies himself the greatest heritage of mankind—the happiness that goes with a cheerful disposition.

And it is so unmistakably artificial. We will face a sudden wind squall to pursue a stranger's hat. That act, being spontaneous, reveals our native disposition. It proves that man inherently, is kind and friendly and courteous. His impulse to benevolence is his natural impulse; impatience, selfishness, intolerance, ill-temper—those are his acts of choice, inspired by faulty thinking. They are sores on his nature, and for selfish reasons he ought to cure them, because contrariness cannot possibly attract anything but condemnation.

Discourtesy may be as well an act of omission as an act of commission. It is not sufficient merely to be civil. Give a full measure; be sympathetic; be complaisant. Whatever the provocation, whatever the irritating circumstances, cultivate that charitable spirit which refuses to make capital of the faults and weaknesses of others. Be tolerant; meet ill-temper with the soft answer; know the satisfaction of controlling with your own superior influ-

## COMPARISON OF ACCIDENTS DURING OCTOBER, 1925 AND 1926

	Northern Division 1926-1925		Southern Division 1926-1925		Western Division 1926-1925		Motor Coaches 1926-1925	
	1926	1925	1926	1925	1926	1925	1926	1925
Interferences with vehicles....	111	129	83	93	225	208	42	42
Collisions and Interferences with cars .....	1	1	4	0	4	7	0	1
Persons struck .....	4	4	3	5	6	5	1	0
Derailments .....	10	14	9	14	10	7	0	0
On and off moving cars.....	8	5	7	5	5	7	0	0
Miscellaneous .....	29	28	48	34	50	46	13	15
	163	181	154	151	300	280	56	58
	D-18		Inc-3		Inc.-20		D-2	
			1926	1925				
Interferences with vehicles .....			461	472	11 Dec.		2.3%	Dec.
Collisions and interferences with cars...			9	9				
Persons struck by cars .....			14	14				
Derailments .....			29	35	6 Dec.		17.1%	Dec.
On and off moving cars .....			20	17	3 Inc.		17.6%	Inc.
Miscellaneous .....			140	123	17 Inc.		13.8%	Inc.
			673	670	3 Inc.		.4%	Inc.

## HUGE FIRE LOSS IS SHOWN

Attention has again been called during Fire Prevention Week to the enormous loss caused annually by fire. A total of \$2,500,000 is the loss suffered by citizens of Los Angeles during the past year, according to Fire Chief Scott.

The most prolific source of fires has been the use of gasoline for cleaning purposes, fires resulting therefrom having killed eleven persons and injured 102 others.

Chief Scott's report shows that 467 fires were caused by careless smokers; 259 by faulty incinerators and 156 by the careless use of matches, of which children accounted for 92 and adults for 64—the adults being almost as devoid of sense and judgment as the children.

### THERE ISN'T TIME

Life isn't long—a mother's song,  
And then another's smile,  
Then romping feet, and then the sweet  
Remembrances awhile.  
From gold to gray, from dawn to day,  
And then the twilight hours—  
Life is too brief to hunt for grief,  
For thorns among the flowers.

God's world, God's word, His breeze, His bird,  
No hand can rob you of;  
Wrong comes too late for hearts to hate—  
There is so much to love.  
Life isn't long, just time for song,  
And love and things sublime.  
Be not concerned with thoughts that burned—  
Good friends there isn't time.  
Douglas Malloch.

ence, the dispositions of those with whom you make contact.

For courtesy is contagious. We all know that if the first man in an elevator removes his hat every man following will be guided by the example. And we ought constantly to set examples in our daily life. Practice makes a good musician, a good artist, a good mechanic. And practice will make a good man.

Practice tolerance; practice sympathy; practice courtesy. They are the supreme gifts of man, and it should be the business of our lives to fit them into our characters. It is only in their presence that our own happiness can prevail.

## WOOS POETIC MUSE IN TOAST TO LT. GOVERNOR ELECT

The delivery of addresses, impromptu talks and serving as toastmaster at public functions are frequent incidents that fall to the lot of Vice President and General Manager Pontius at numerous gatherings. That in such instances he acquits himself creditably is generally known to most of us. But that he can call into play poetry of his own on short notice is a fact not so well known.

A few weeks ago on the occasion of a testimonial dinner given by the American Legion to Lieutenant Governor elect Buron Fitts at the Ambassador Hotel, Mr. Pontius, upon his arrival, was told that he would be permitted to give a toast to the guest of honor. On the back of his table number card, secured by the writer after the dinner, Mr. Pontius quickly penned the following clever verse, which he gave during the evening:  
We soon will have in office  
One who'll stay and not cry quits—  
The man we honor here tonight  
Lieutenant Governor elect—Buron Fitts.

He'll soon call the Senate together  
Name committees—Buron keep your wits  
See that they do things rightly  
If they don't—give them "Fitts."

So here's to him who politically qualifies—

"He—who—has—'gits'"  
Lieutenant Governor elect today:  
A future Governor of California  
Your friend, my friend, California's friend—Buron Fitts.

One of the largest gatherings ever assembled at a testimonial dinner in this city was on hand to extend congratulations and pay homage to Mr. Fitts. During the evening it was quite freely predicted by many of the speakers that in the election of Mr. Fitts California had enlisted the services of one of the most progressive and efficient state officers ever to grace its roster.



**BASICS OF GOOD SERVICE ARE OUTLINED BY RAIL BODY**

The ability to render a good transportation service depends upon the mutual efforts of the railway management, employees and the public, the Advisory of the American Electric Railway Association declared last month. Each of the groups have a definite and specific duty to perform, the Council insists, the following being the obligation of these bodies:

**The Employees Must:**

Realize that their interests and those of the company are the same, and make every effort to be useful public servants in an honest endeavor to make friends for themselves and their company.

**The Public Must:**

Favor a just system of regulation and consent to rates of fare that will make its transportation agent a solvent industry.

Understand that the best service at the lowest cost can only be obtained in a community through the operation of all public transportation by one efficient organization.

Realize that antiquated and burdensome taxes are reflected in the rates of fare; that the present system makes the railways act as tax collectors for the communities and state, and that the public itself will benefit by aiding in bringing about a more equitable

taxation system by which the industry, in common with all others, will not be taxed beyond its ability to pay.

Realize that 75 per cent of the people use the public transportation service in their daily occupations, and insist such effective traffic control that the public vehicles may have a relatively unobstructed use of the streets.

These fundamentals were made public and emphasized at the annual convention of the Association in Cleveland, Ohio, recently, by B. C. Cobb, chairman of the Council.

**The Companies Must:**

Obtain the friendly co-operation of the public.

Establish a sound financial structure. Adopt modern methods and equipment and sell their service in every legitimate way.

Give the best service possible with their income, and let the public know it through advertising.

Recognize that the private automobile is a competitor, and offer such class of service as will attract private car owners.

Control and co-ordinate with their railway systems bus operations throughout their territories and conduct an active campaign, openly and above board, against the parking evil.

Have their executives always accessible to their employees and the public. Welcome suggestions made in the

**PASSENGER REVENUES SMALL COMPARED TO FREIGHT**

While generally known that freight shipments of steam line carriers constitute the backbone of revenues, it is interesting to know the comparatively small percentage of total revenue produced by passenger business.

Recently published figures reveal this information for the year 1924 as reported by some of the largest carriers of the nation. From the figures below will be seen that the percentage varies greatly, this being due, of course, to local conditions, density of population, automobile competition, highways, etc.:

	Per Cent
New York Central .....	26.8
Pennsylvania .....	23.5
Southern Pacific .....	22.6
Santa Fe .....	22.2
Frisco .....	21.1
Rock Island .....	20.4
Illinois Central .....	16.9
Burlington .....	16.5
Union Pacific .....	16.0
Missouri Pacific .....	14.4
Wabash .....	14.1
Cottonbelt .....	14.0
Katy .....	12.7

interest of the service, grant reasonable requests, and have a genuine interest in the welfare and progress of the communities in which they operate.



It is not of record that the above Mt. Lowe party was enroute to that resort to attend a fashion show, but such might have been the case. They were costumed in line with fashion's edict of 1906. Among those recognized in the party are: Miss Susie Durnerin, George McClure, S. H. Anderson and wife, J. B. Rowray, Edwin Clark, W. H. Brown and family, A. E. Roome and Mabel Lufkin.



# MANY 'CASEYS AT THE BAT' IN P. E. LEAGUE



"Ain't we got fun?" Four teams of the Indoor Baseball League stop hostilities long enough to pose for the camera-man. Much rivalry and enthusiasm has been manifest at the games which are played on local playgrounds.

## STANDING OF CLUBS

	Win	Loss	Percent
Transportation	3	0	1.000
Passenger	2	1	.667
Engineering	2	1	.667
Freight	1	2	.333
Accountants	1	2	.333
Rod & Gun	0	3	.000

## PLAY BALL!

Sixty sturdy sons, fat and lean, tall and short, last month went on strike against Saturday afternoon chores at home. Instead of mowing lawns, tickling and tuning the family flivver, beating rugs, and whatnot, they henceforth will be found cavorting like young colts on a ball field. Chores can go hang!

The foregoing rather tritely explains the success and sport being enjoyed by a large group of employees who are members of the teams, six in number, making up the Pacific Electric Indoor Baseball League. To date three games have been played and plenty of enthusiasm still is evident, despite the fact that one of the teams has yet to win a game, and two others haven't displayed wares of big league calibre. Win or lose, however, all have shown a splendid spirit and good natured rivalry is as evident as on college fields.

To date the Transportation Department team, ably led by Elmer Rall, has been the most consistent winners, they having chalked up three straight wins. Their heavy hitting has been responsible, although the pitching of Olin Seaman and Warren Smith has been splendid. Don Houston is on the receiving end of the battery.

The Engineering and Passenger Departments, each with two wins and one defeat, are next in rank. That the Transportation Department lead isn't impossible to overcome is evident from

the fact that a win for either or both of these two teams and a loss by the transportation boys would bring about a tie for first place.

Next in order come the Freight and Accounting teams, both having won one and lost two games. They are still in the running and the next month's play may see either close to the top in the standing.

Necessarily, there must be a tail-ender, which rank finds the Rod & Gun Club firmly entrenched, with three losses and no games won. Led by Burleigh Manley, they are still playing with plenty of pep and the old "we'll get 'em next time" spirit.

Excellent equipment, balls, gloves, bats, etc., has been furnished for the games by Club Manager Vickrey, he further having contributed to the sport in the capacity of Umpire, along with Charley Hill and Educational Director Hill. All so far have escaped unscathed, but well-wishing friends might counsel them to retain their group insurance.

One of the games was played in the most violent wind-storms of recent years, so intense was the dust that play had to be frequently stopped at intervals throughout the game. When finally over all resembled the dusky inhabitants of Central Avenue. Mr. Vickrey, not realizing his appearance, rode home on a street car without washing, whereupon he discovered the reason for the mirth of his fellow passengers. One who saw him some ten days later inquired "had he gotten clean yet."

The games have been played on the fields of the Los Angeles Playgrounds, Ross Snyder Field and the Manchester Field, which grounds having been assigned to the teams through the efforts of Charley Hill.

Seven games remain yet to be played and much sport is still in store. Spectators are welcome and will find on the sidelines quite as much fun as that enjoyed by the players.

## FINAL SHOOT OF THE YEAR

Sunday, Dec. 19th, is the date set for the final Blue Rock shoot of the 1926 tournament season.

With the season drawing to a close we find the various contestants in the following order:

### Singles

H. Smith	160x175	91.44%
B. F. Manley	274x300	91.33%
K. L. Oefinger	537x600	89.50%
J. L. Cowley	399x450	88.66%
L. R. Spafford	660x750	88.00%
F. L. Manley	554x650	85.23%
W. J. Hodge	368x450	81.88%
K. Thompson	904x1125	80.35%
E. M. Hill	200x225	80.00%
Jake Geopfert	198x250	79.20%
L. V. Thompson	312x400	78.00%
A. B. McLeod	656x850	77.11%
D. G. Foyle	333x425	76.00%
E. R. Smith	95x125	76.00%
C. J. McDonald	280x375	75.77%
A. O. Williams	336x450	74.77%
M. R. Ebersol	36x50	72.00%
J. M. Mills	239x375	63.66%
Ed. Hasenyager	111x175	63.43%
E. A. White	219x350	62.50%
J. S. Rovia	51x75	62.50%

### Doubles

L. A. Spafford	205x274	74.81%
F. L. Manley	186x250	74.40%
K. L. Oefinger	107x150	71.33%
E. R. Smith	53x79	66.10%
E. A. White	61x100	61.00%
A. B. McLeod	105x176	59.00%
W. J. Hodge	44x74	59.00%

A woman never doubts what a man says in his sleep.



K. Thompson.....	128x224	57.10%
J. G. Rovia.....	28x 50	56.00%
J. L. Cowley.....	40x 75	54.54%
J. M. Mills.....	36x100	36.00%

With twenty of the most valuable prizes ever offered for blue rock shooting to be awarded at the January meeting, every shooter should be on hand at the December shoot and complete enough birds to qualify for one of these trophies.

### ANNUAL TURKEY SHOOT

On Sunday, Nov. 21st, the Rod and Gun Club Shooters gathered for the annual Thanksgiving turkey shoot at the Los Cerritos Recreation Field.

Twenty-five shooters took part in the contest and twenty-five hundred sundry targets were reduced to dust. In all five turkeys and two geese were disposed of via the short route. The lucky ones were J. L. Cowley, Mrs. C. E. Groat, K. Thompson, F. L. Manley, L. R. Spafford and A. O. Williams. The different events were closely contested and several perfect scores were registered.

### LAS VEGAS IN JANUARY

What bids fair to be the greatest event in the history of the Rod and Gun Club is scheduled for the week end of Jan. 14th, 15th and 16th next.

Leaving Central Station Friday evening via chartered sleepers on the Union Pacific R. R. the party will travel to Las Vegas, Nevada, arriving Saturday morning Jan. 15th. Arrangements will be made for all those who wish to go for a trip to the site of the proposed Boulder Dam on the Colorado River on Saturday, Jan. 15th. From all reports this trip alone is well worth while and everyone should plan to take advantage of this opportunity. A big dance is on the program for Saturday night. Sunday will be devoted to blue rock shooting and base ball games.

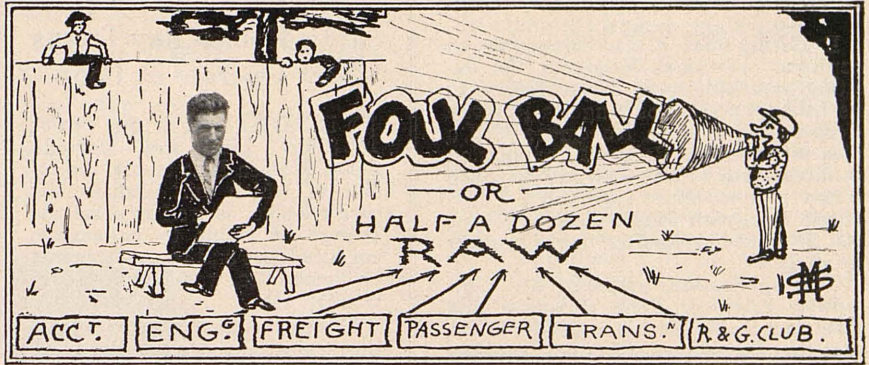
Ten teams of 5 men each representing several different states will compete in a 100 bird shoot which is scheduled for Sunday morning. Four Automatic Black Diamond traps will be installed for this event and after the team shoot is over, the traps will be open to all who wish to shoot.

Two baseball games are also on the program for Sunday, the first one being between two Union Pacific teams, one from Los Angeles and the other from Las Vegas, after which the fast Pacific Electric nine will take on the winners.

Final details of this trip and sign up slips will be mailed to all Rod and Gun Club members at a later date. The number which can be accommodated on this outing will be limited and when the quota is reached no more reservations can be made. First come, first served. Better get your bid in early.

### ANNUAL LADIES NIGHT

The January meeting which falls on Wednesday the 12th will be our annual ladies night, also the 1926 season prizes will be awarded at this time. A good program is promised for this event and you should lay your plans to be on hand. MORE DETAILS LATER.



THE Pacific Electric consists of one big pile of stone at the corner of 6th & Main Street, several miles of iron, a bunch of streetcars and six indoor baseball teams.

They just play each other, for lack of outside teams, that are in the same class.

A game against the Old Soldiers Home has been postponed until we have had a little more practice.

Football teams may have their halfbacks and quarterbacks, but none has the drawbacks that our baseball teams have.



From the way the players catch the ball your first impression is that they are playing with a red-hot rivet.

When you see the "slow delivery" of Pitcher Layne you wonder if he doesn't work in the Store Department.

George Redd is p'laying to get thin.

B. F. Manley is playing to get fat.

They both come out of a game walking like a hundred year old turtle with rheumatism.

Geo. Perry of the Acct. Dept. is yell-leader and rooting-section rolled into one.

First Baseman "O'Boyle" Eng Dept. is famous for stretching an infield grounder into a three-base hit.

One of the National League Scouts saw Geo. Squires in action the other Saturday.

He was very much impressed with Squires' catching and his ability to serve as backstop at the same time.

After looking him over he said: "The National League never did have a catcher like him."

A. E. Norrbom would have made some splendid catches, if he just could have had about ten minutes notice where the ball was going to be.

After several fruitless attempts to locate the ball, he decided to name it Ormiston.

Three handpicked umpires have been engaged to referee the games.

An umpire's needs in this league are a quick eye and a india-rubber conscience.

All three answer the requirements.

Come early and avoid the rush.

Don't forget to bring your favorite magazine or your knitting along.





## L. A. RY. SEEKS HIGHER FARE

Declaring that it was impossible to continue operations longer at the existing rate and yield a fair return to its investors, the Los Angeles Railway Corporation filed on November 17th a plea for the State Railroad Commission to investigate its activities and establish a new rate structure based on a 7-cent single fare, with four tickets or tokens for 25 cents, including free transfer privileges.

The application, prepared by Consulting Engineer Richard Sachse and Attorney S. M. Haskins, sets forth the fact that the company has not paid any form of a dividend on its stock since 1913, and only four dividends, all these in the form of bonds, since its incorporation on November 7, 1910. "The lowest reasonable valuation of the railway properties is in excess of \$45,000,000," cites the application, "and \$6,000,000 is to be expended in expansion and improvements during the next three years."

The territory served by the company, was divided into three zones for convenience in handling the different tariffs. Briefly stated, the 7-cent fare or token will be good within the inner zone on either bus or car lines; a ten cent rate will apply between the inner and the first zones, while fifteen cents will be charged between the inner and the second zone extending outside the city.

The company is asking the Commission, the City of Los Angeles and other communities served (Eagle Rock, Hawthorne, Inglewood and Huntington Park) to co-operate in establishing the facts so that the Commission will be able to arrive at an early decision. George W. Kuhrts, the General Manager of the company, states that the Los Angeles Railway is alive to the tremendous importance of providing an adequate street railway transportation system and that the inability to give such service under the present fare is one of the principal reasons for making the application.

## JOIN ROD AND GUN CLUB!

Now is your opportunity to join the Rod and Gun Club. During the month of December applications will be accepted with the \$1.00 initiation fee only, no dues to pay until next year, said dues amounting to \$1.00 per year.

This club is now nearing the one thousand member goal and the benefits are increasing right along. If you are missing the many good times which are enjoyed by the members of the club you're the big loser. BETTER JOIN NOW.

Remember you do not have to be a HUNTER or FISHERMAN to belong. All male employees who are members of the Pacific Electric Club are eligible.

## The Difference

Teacher: "Do you understand the difference between liking and loving."

Willie: "Yes, ma'am; I like my father and mother, but I love pie."—Exchange.

## Santa Monica Bay Trains Now Operate in Loop

**R**E-ROUTING of the Venice Short Line and Sawtelle Santa Monica Line trains, the result of which will reduce car care mileage, as well as eliminate change of trains to passengers enroute from and to many points on these lines, was begun on December 1st.

Under the new plan of operation trains on these two lines will make a complete loop of the district in the semi-triangle formed by Vineyard, Santa Monica and Venice. Short Line trains, instead of turning back at Santa Monica, will continue inbound to Los Angeles via Sawtelle. Conversely, trains formerly operating via Sawtelle, terminating at Venice and returning over same route, will henceforth make their return to Los Angeles via Culver City.

The new loop plan of operation will make it possible for passengers destined from points on the Short Line to reach Sawtelle line points without change, and vice versa. Another advantage gained is the elimination of previous duplication of service in the three mile district between Santa Monica and Venice, some 15,000 car miles being saved monthly through the new arrangement.

## LETTUCE PRODUCTION MAKES RAPID STRIDES IN STATE

California grown lettuce, at the rate this popular salad leaf is being sold broadcast, will soon bring fame only distanced by the orange. This conclusion is based on figures recently published regarding carload shipments by the Southern Pacific Company.

It is shown that in 1922, 9744 carloads were forwarded to eastern markets, while during the current year the amazing total of 27,000 carloads will wend their way to eastern consumption, an increase of almost 200 per cent in four years.

Southern California and Imperial Valley still lead in volume produced, but the delicacy can be profitably produced almost throughout the State. In 1920 shippers on the Coast Division shipped only 62 carloads of the salad delicacy. This year, from the same territory, approximately 12,800 carloads will be shipped.

Equally startling has been the growth of Imperial Valley lettuce shipments. From 1070 carloads in the 1918-19 season, the Valley will, during the coming season, send eastward more than 16,700 carloads of lettuce. The famous California "Iceberg" head lettuce developed and perfected by Imperial Valley growers, has created thousands of new lettuce lovers throughout the land.

He that never changed his opinion never corrected any of his mistakes.

## WHAT'S IN A NAME?

A Chicago lawyer recently gave the Washington trademark bureau plenty to think about when that body denied his client the right to use as a trademark the words "Limestone Brand" as an identity for a cathartic medicine, according to a story appearing in the Illinois Glass Company publication.

The department denied the application, giving as its reason that the medicine contained limestone. Forthwith, the legal light assured Washington authorities that the medicine did not contain limestone. Then the application was again denied because such a trademark was deceptive.

This rebuff stirred the lawyer to call attention to other trademarks that were equally deceptive, but granted by the department. He thus argued:

"Ivory is a good trademark for soap not made of ivory. Gold Dust washing powder is not made of gold. Old Crow whiskey is not distilled from cows. There is no bull in Bull Durham. Royal baking powder is not used exclusively by royalty, nor is Cream baking powder made of cream. Pearlina contains no pearls, and White rock is water.

There is no cream in cream of tartar, in cold cream or in chocolate creams, no milk in milk of magnesia, in mildweed, or in cocoanut. These are all as remote from the cow as the cowslip. There is no grape in the grapefruit or bread in the bread-fruit.

"A pineapple is neither pine nor apple; an alligator pear is neither pear nor alligator; a sugar plum is not a plum. Apple butter is not butter. All the butter is taken out of buttermilk and there is none in butternuts or buttermilks, and the flies in the dairy are not butterflies."

The editor added to the entertainment by remarking that there is "no pork in pig iron," either.

## URGES AID TO RAILROADS

A fair deal to the railroads of the nation is the editorial plea of E. W. Howe's Monthly, who believes in assisting the "performers of a great service," rather than placing obstacles in their path. Said this authority:

"If the government had given railroads the assistance it has given airplanes, results would have been better. The railroads are in existence, performing the great service of transportation daily. The problem is to improve that service, not endeavor to provide a new service problematical and extremely doubtful.

I do not mean we should give the railroads money; only justice, and such assistance as we cheerfully give in other necessary human enterprises. Instead of doing this, we have fought the railroads viciously, unreasonably.

Practically all the money we have wasted in river improvement (and it amounts to billions) has been the result of a mean, vicious fight on the railroads.

Sign on a store front: "Women Ready to Wear Clothes." It's about time.



## BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent, San Pedro

The Los Angeles Shipbuilding & Drydock Company have been working a force of 1600 men on various repair jobs for the past 30 days and from present outlook will continue to work this force for some time to come. They have approximately three million dollars worth of contract work to do.

The site for the Ford Motor Company plant on the connecting channel between Los Angeles and Long Beach Harbor is being fitted up prior to initial work on the building. The channel is being widened just east of the Bascule bridge and the ground filled in. Plant should be in operation within a period of 8 to 12 months.

The new viaduct over Dominguez Slough on Anaheim Blvd. between Wilmington and Long Beach was put into service some time last month. Celebration of this event occurred on Saturday, November 20th. The bridge is not fully completed, but is open to traffic.

The Furness line is reported to have secured berths 187 and 188 at Wilmington for their permanent use and will handle all of their ships there within a short time. At present most of their ships are being handled at Berth 90, San Pedro. They are no longer handled by the Western S. S. Agency, having appointed an agent of their own.

Cotton business at the compresses at San Pedro has been the heaviest in the history of the port and Union Terminal Warehouse officials advise that the cotton business will far exceed last year's handling at this port. During the month of November 18,000 bales were compressed and delivered to various parts of the Harbor for export. A large part of this cotton goes to England and various ports in the United Kingdom.

Movement on lumber during month of November was very good. So far as Pacific Electric is concerned we handled over 100 cars more from San Pedro than in the corresponding period last year. Also general movement in and out of the port on lumber was good. However, month of December will show some decrease owing to fact that inventory is taken during this month and yards endeavor to cut stock to a minimum.

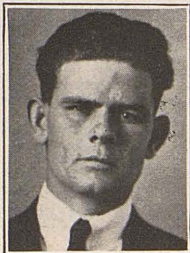
The Dollar Steamship Line are bringing their Oriental Line of ships to this port in place of transferring the cargo at San Francisco and sending down on other ships. They will come to this port from San Francisco and sail direct to the Orient. Present schedule calls for a boat every two weeks.

We now have a second line of all-world boats making this Port, viz the Kerr Line. This Company has six ships in the all-world service, handled by the General S. S. Corporation Agency.

Foreign imports have been very heavy at the San Pedro end of the Harbor particularly for the past two months. The number of foreign boats being handled at the Outer Harbor Dock & Wharf Company discharging consider-

## 'Thank You' Conductor Wins Many Friends

ON THE Hollywood Blvd. line of the Western Division is another "thank you" Conductor whose work is outstanding and winning many friends for this Company and himself.



Glen A. Stevens

Several times recently it has been the pleasure of the observer to note the kindly attitude toward patrons of Conductor Glen R. Stevens. His collection of fares and lifting of identification with a cordial, yet tempered "thank you" was most pleasing indeed. The sincerity of his bearing is well proven by the ready smiles greeting him as passengers enter and leave his train.

Also, it was gratifying to note the pains Mr. Stevens took in giving information to inquiring passengers. On one occasion he took much care in properly instructing an elderly person with reference to reaching a destination in the south-western part of the city after the passenger had passed the most logical transfer point.

Conductor Stevens, and many others of his type, are a credit to this organization and the Magazine takes due pleasure in thus expressing to him and his kind the appreciation of the management for the splendid type of service rendered by them.

able tonnage of foreign pipe, steel, rags, various nitrates and general cargo is increasing.

The Norway Pacific Theodore Roosevelt recently discharged 6460 tons at Berth 90. This is the largest single cargo to be taken from one ship for several years and indicates that foreign trade is very much on the up trend again.

### EMPLOYEES IN HOSPITAL

The past month has been a busy one for the Medical Department, its staff of Doctors and Nurses having taken care of more patients during this period than for any other previous month during 1926.

Following is a list of employees that were confined to the Pacific Hospital, 1329 South Grand Avenue, as the Magazine went to press:

W. H. Snyder, Mechanic; Mrs. Emily Hogue, Car Cleaner, Mechanical Dept.; Ira McIlwain, Towerman, Engineering Dept.; E. H. Foster, Motor Dept.; Mrs. Theresa Boris, Janitress, man; Raymond Knowlton, Head Clerk, Accounting Dept.; G. Kuhn, Signal P. E. Building; B. Pando, Laborer; Y. Moreno, Laborer; Juan Alvarado, Laborer and A. Perez, Laborer.

Christmas holidays are not far off—add a little cheer by calling on those of our fellows in the Hospital. They

## HUGE ELECTRIC LOCOMOTIVE TO HANDLE 200 CARS

A giant motor generator electric locomotive, capable of hauling 200 cars and said by engineers to be the largest of the kind ever made, has just been completed by the Westinghouse Company for the Great Northern Railway. The great engine is the first turned out on an order from the Great Northern. It is for use in mountain service over the Cascade grades in the State of Washington.

The locomotive, engineers explained, made possible the combination of inherent merits of economical high-voltage transmission of electric power over great distances from hydroelectric stations. Power for the locomotive is taken from high-voltage overhead trolleys carrying alternating current. This current passes through a transformer and motor generator installed in the locomotive to convert it into direct current. The equipment, it was said, made possible the elimination of many subpower stations used to convert the high voltage.

The locomotive is so large it was necessary to divide it into two cabs in order to negotiate curves. It is 100 feet long, weighs 715,000 pounds and has a maximum horsepower of 7000. Regenerative braking is used.

### BEVERLY HILLS REGION GETS NEW MOTOR COACH LINE

Beverly Hills, Bel Air and Holmby Hills are districts to and from which motor coach service by the Pacific Electric was begun on Monday, Nov. 15th.

Pending definite establishment of travel needs in this district, half hour service is being operated during the heavy hours of travel morning and evening. The latest improved coaches have been assigned to the new service.

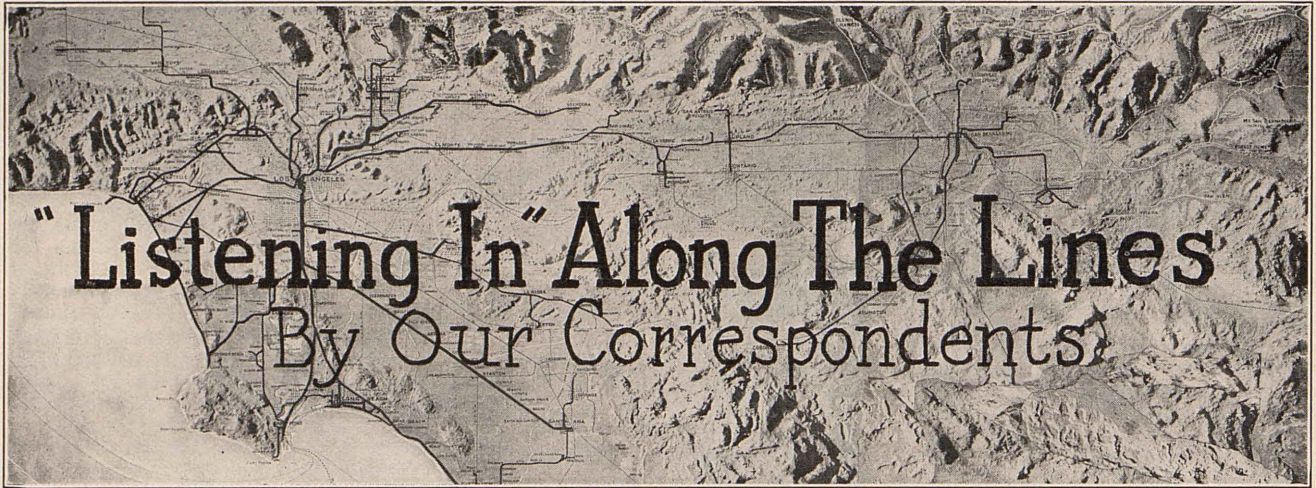
Commencing at the Pacific Electric Station in Beverly Hills the coaches are routed along Santa Monica Boulevard to Beverly Drive, thence Canyon Drive to Sunset and on Sunset to Beverly Boulevard to Bel-Air Gateway. At this point a loop is made as follows: Bellagio Road to Copa de Oro Road, Bel-Air Road to Beverly Boulevard, thence return over outgoing route.

A six and ten-cent one-way cash fare is charged and schedules have been designed to make close connections with beach and city interurban trains.

The launching of this new line came simultaneously with the 50 per cent greater service operated on the Pico Boulevard motor coach line to Westwood during rush hours of travel, this improvement being the result of good patronage from the district.

are all receiving good medical attention, but oft times a bit of sunshine brought into their rooms by a thoughtful visitor acts as a tonic to speedy recovery. The visiting hours are from 2 to 4 and 7 to 9 p.m. daily.





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

On a recent trip to Echo Mountain, Mr. Rodenhouse was unable to understand the purpose of the fences around the rose bushes and the apricot trees. J. B. McNeil, Dispatcher at Echo, explained that the deer are becoming so tame in that vicinity that they come down and eat off all the leaves.

T. L. Hoag and C. R. Rose are still on the Avenue 64 car line on which service was recently discontinued to Annandale, the car now turning back at Adelaide street.

A change in the schedule of the Shorb motor bus line was made on account of change and speeding up of the Southern Pacific trains with which the Shorb buses connect.

Have you noticed all the brightening up around the North Fair Oaks Carhouse? The painters have been busy putting on a new coat of paint on the office building and painted large black numerals "182" on the front. On both ends of the carhouse in large black letters on a white background have been painted "PACIFIC ELECTRIC" which presents a pleasing appearance as well as being an advertising feature.

Introducing new employees: Conductors A. M. Redding, re-employed; H. A. Morin, transferred from Western Division; J. L. Hazelwood, transferred from Engineering Department; C. Martin, S. D. Brown, F. P. Goosens, L. E. Heidenberg, A. J. Larson and W. P. Robinson. Give them all the help you can, fellows. Remember the time when you started?

Conductor F. P. McKeeman, due to ill health, has resigned, finding it not possible to return from Mohawk, Ind.

Motorman E. W. Wicker has also resigned, having secured employment in Houston, Tex. Best wishes to success of both.

We hope that Conductor N. J. Lucia,

who has been on the sick list for quite a while, will soon be able to be back with us again. Also, that Conductor J. P. Rowan, another one of our old-timers, is now on the rapid road to recovery.

Conductor H. L. Poor and Motorman L. W. Gray have transferred to Macy Street Terminal, Poor bidding in San Gabriel Run 60 and Gray, Sierra Vista Run 112.

Operator B. Wells' familiar face is now being missed on the South Maringo-Glenarm Street bus line, where he has been operating for the past two years. He bid in a Birney car run.

Operator R. H. Horn has switched over to a bus run after working a car run for quite a long time.

Conductors C. M. Conner and G. E. Wynn have now bid in day runs after holding night runs.

**Familiar Phrases—Guess Who?**

- C.A.H.—Star Wano!
- M.L.E.—By jack!
- W.A.H.—Hey, Cam!
- W.T.O.—Now see here!
- W.B.B.—Hey, there!
- G.F.—This is the Oak Knoll, the Short Line car is right behind!
- H.E.F.—Let me see that!
- A.R.R.—What will you have this time?
- A.P.S.—Say, boss!
- C.C.T.—What run do you want to bid on?

**WESTERN DIVISION  
By E. C. Brown**

All trainmen of the Western Division are very pleased to know of Depot Master Snodgrass' return to work after recovering from an accident suffered some four months ago.

News for Hollywood. Garrett William Demarest, Jr., ten months old son of Conductor G. W. Demarest, took first prize in a beauty contest held at Sherman.

Conductor L. S. Jones and Motor-

man John Brown have both returned to work after a lengthy illness.

Three Stowe boys, three brothers and of course, all valiant boosters of the Western Division.

Night Depot Master Jesse Hanselman has returned to work from a 30-day leave of absence, during which time he visited the old folks in Ohio.

The trainmen of the Western Division extend to the whole P. E. family a Merry Xmas and a Happy New Year.

Wednesday, December 15th, will be the last Get-together Meeting of the year. How about having a big turnout of trainmen at Sherman that night?

Items for this column will be appreciated. Mail to E. C. Brown, Hill Street Station.

**MACY STREET TERMINAL  
D. B. VAN FLEET  
Terminal Foreman.**

Conductor F. W. McKenna, after being bumped off Run 136, South Pasadena Line, bumped onto Run 101, Sierra Vista Line, but after trying latter run for a short time, he bid back on Run 148, South Pasadena Line night run.

McKenna states his glasses are more suitable for night work.

Conductor J. H. Ickes, who recently returned to Macy Street after a several months sojourn at the Pomona Terminal, has evidently made up his mind to settle permanently at Wilmar. On his property at this point it is reported that Ickes is having built a modern stucco house in which he intends to live in the near future.

Motorman J. A. Morgan, Pomona Line, is back on his run after spending his vacation in making an enjoyable trip to Roscoe, Texas, near Fort Worth. Morgan and family spent the time in the old home town visiting relatives and friends.



On trip east Morgan stopped off at El Paso and crossed the border into Juarez, Mexico. S'funny why so many cross the border when they pass close to same.

Conductor F. A. Green, who has been working out of Pomona on Run 73, San Bernardino Line, is now back at Macy working South Pasadena Line, Run 143. However, in the very near future Green expects to be established on his old Run 101, Sierra Vista Line.

Motorman Walter "Big" Carpenter, Sierra Vista Line, has returned to work after having spent a restful vacation at his cabin near Forest Home in San Bernardino Mountains. Fishing is excellent, Carpenter reports.

G. F. Link, freight conductor, spent his annual vacation in making a trip to San Francisco. The time in "Frisco" was spent in visiting relatives and in looking over old familiar scenes. On the trip north Link went via the Southern Pacific Coast Route, while the return journey was via the Steamship H. F. Alexander. Link is very enthusiastic in his praise of the most attentive service given on this liner.

On November 1st it became the policy of the Company to change cars on Run 144, South Pasadena "Owl," and in the place of the 200 class to put 500 class cars. The purpose of the change is to give to this all night run a heated car in place of the type not so equipped.

Many complimentary and appreciative remarks have been spoken in praise of this change.

On November 6th last, Bulletin No. 100 was issued and heralded the establishing of "Owl" service on the Sierra Vista Line.

The territory that this line serves has become settled to such an extent that the management felt justified in adding the additional trip. Not only are the paying patrons thereby benefited, but the numerous trainmen living on the line can now get to Macy Terminal for the earliest runs more conveniently than heretofore.

Macy Street Terminal boasts the oldest and youngest freight motormen in seniority on the Northern Division. An odd thing about this is that these two men are father and son. The father, W. C. McPherson, has seniority of December 1, 1909 and works a preferred day system freight run, while his son R. C. McPherson, with seniority of July 15, 1924, is to be seen working extra on the Northern Division freight runs, out of Macy Terminal.

On November 26th last, W. C. McPherson became a grandfather and R. C. McPherson a father of a five and one-half pound baby boy. "R. C." states his son isn't to be a motorman, but he says one can never tell, for "W. C." said the same thing concerning him.

Time only will settle this controversy. At this time we extend our

heartiest congratulations to the McPherson family.

Recently a conductor on a local car in Los Angeles called the Terminal Foreman at Macy Street to report a serious accident, when report should have been given direct to the Dispatcher. There was no Company 'phone available near location of accident, so the conductor was compelled to use a private 'phone. Upon being questioned why he failed to report to Dispatcher direct, the conductor replied that he did not know the telephone number.

To help reduce delays to the minimum it would be advisable for all trainmen to make a list of the Dispatchers' telephone numbers that can be used when emergencies arise.

A list of these telephone numbers is on the bulletin board at Macy Street.

#### ENGINEERING DEPT.

By Leonard A. Biehler

We are quite proud of our new flagpole and park down at Washington Street Yard, which was recently installed by Foreman Quinn and his concrete artists.

Any young ladies interested in learning the latest dance steps, Valencia, Barcelona or Black-bottom, please see Burleigh Manley, at Room 690.

We have some very clever ball players down at Washington Street as you will note from the scores made by the Rod & Gun Club team.

Foreman Foyle is in the market for a couple of good Swede painters.

Recently we acquired a new painter by the name of "Harry" O'Neill, who by the way, pitched for the Hollywood Coast League team last season.

F. L. Guenette of the Signal Dept. has resigned from this Company to assume new duties in the Signal Department of the U. P.

Lee H. Cash has been appointed Construction Foreman.

"Boyo" Davis, Field Department, is organizing a hiking party which will attempt a climb to the top of Mt. Baldy. Wanted—stretcher bearers.

Since the defeat of Notre Dame by a mediocre team in the east, D. Winifred Boyle confines his attention to field duties.

Gus Guercio has a new one during the football season. He comes around Monday and asks: "Did I have a bet with you Saturday?" If you don't remember, he collects.

To make it easy for the Estimators, Doc Shaw says: "If the Store Expense is added, don't add it, if it isn't added, add it." Fair enough.

#### STORES DEPARTMENT

By Fred B. Hopkins

After a four months' visit in England and Wales during the past summer, Stores Inspector E. W. Lock arrived back in California the latter part of October. At the November meeting of Storekeepers and Section Storekeepers held at Torrance, those present were afforded an exceptional treat in hearing him relate many of his observations and experiences while abroad.

Enroute east and while passing through Chicago he was given the opportunity of inspecting the storehouse of Marshall-Field's and described his visit there drawing comparisons with our own Stores Dept. Later, during the voyage across the Atlantic, which was made on the White Star Liner "Majestic," he was given the rare privilege of inspecting the store and supply department on board ship, through the prestige of credentials of his connection with this Company. While in Wales, he spent considerable time at his old home in Cardiff and there visited the store of the Cardiff City Tramway and Motor Bus Co. Also, in England, he visited the stores of the Great Western Railway Co., the Manchester Tramway Co. and the London, Midland and Scottish Railway.

His talk made us more appreciative than ever for living in a wonderful land where industry and progress, combined with prosperity, give America the prestige of being the leading nation of the world.

On Wednesday, November 17th, Mrs. Caroline Jones, mother of Thomas Wilkes, Storekeeper at Butte St., was called to her eternal reward, terminating an illness of two years. The funeral services were held in Torrance the following Saturday with several of the members of the Stores Dept. in attendance. Our heartfelt sympathy is extended to Tom.

Royce Robertson was a recent visitor at his ranch in San Diego County.

Bert Stibbard has returned to duty at the Torrance Store from an extended leave of absence.

Recent vacationers were Michael Turner McLean and Arthur Prather.

Edward Rand is the proud possessor of a new Oldsmobile Landau Sedan.

Likewise,—Frank Shanahan is the proud possessor of a new 9¼ pound baby boy. Edward Francis, born November 16th at Compton. Congratulations are extended.

Referring to our recent mention of the Air Mail Service between Los Angeles (Pasadena) and Chicago, of which Frank Winterberg is reputed to be a worthy patron,—said patronage continues to thrive. May the good work continue to a successful termination.



## LONG BEACH & HARBOR

By V. L. Swart

Conductor J. H. Le Claire, Run 86, is again on the job after an enjoyable two weeks' vacation spent at Sea Brook, Texas, on the Gulf of Mexico. Joe makes this trip every season to visit his brother, who is superintendent for Swift & Co., and incidentally to do a little fishing in the Gulf.

Mr. Le Claire is very modest with his fishing tales, but he produced a photograph which spoke for itself: a sea bass—81 lbs., 4 ft. 2 in.—and this is but one of several that Joe caught!

Santa Ana was again the scene of a surprise ceremony on November 20th, when our former night forelady, Mrs. Alice Sturman of Long Beach, became the bride of August Lerch of Wilmington. The best wishes of the P. E. family go with the happy couple.

H. Howard, San Pedro, on a visit to his old home town, Kansas City, sent us a telegram recently which revealed the result of quick work on Cupid's part. Well, we all smoke! Here is our congratulations and best wishes for happiness, peace and prosperity.

More cigars, folks! "Smiling Bill" Griffith, assistant night foreman, Long Beach, is the proud daddy of a 9-lb. bouncing boy, Thomas Lawrence, born November 14th. Mother and son doing nicely, thank you.

Well, well, the census is still climbing! Conductor Gus Swanson is now taking orders from an 8-lb. little stranger, Harold Joseph, who arrived November 10th. Congratulations, Gus!

Electrical Inspector Fred Allen, Long Beach, has returned from a 30 day leave of absence, spent at his old home in Detroit. Fred reports a most enjoyable time with just enough cold, snappy weather to remind him of days gone by.

## SOUTHERN DIVISION Samuel J. Mason, Passenger Director

Received a letter from Samuel H. Moore, formerly a Motorman on the Southern Division, who is confined to bed in Lakeland Sanitarium at Grenlock, New Jersey. Moore states that he is rapidly improving and expects to be out in the near future, but would appreciate hearing from some of his old friends.

The new station at Delta, on the Wthorne line, was completed in time to furnish shelter from the recent rains.

We notice our Dispatcher, L. H. Covell, is sporting a new "Chevrolet."

Motorman H. S. Cartwright of Santa Ana, upon his return from a

vacation spent in Washington and Montana, reports four inches of snow in the latter state. California sunshine looked mighty good to him after breathing the cold air of the northwest for several weeks.

The following men have recently returned from vacations:

Extra Terminal Foreman, L. A. Street Yards, C. N. Van Ordstrand—Peoria, Illinois.

Orville (Ray) Newhouse, Night Switchman, Sixth and Main Street Station—Garvey, California.

Conductor J. D. Varney—Illinois.  
Conductor M. E. Grammes—Pennsylvania and Massachusetts.

Conductor Chester Lebcher, who has been working out of Long Beach for two years, b.d in system Bonding Car and is now working out of Los Angeles again. Welcome home, "Chit".

Persistence wins again. After waiting two years for a line car job, H. Voisard of the Naples Line finally got his old job back again. The last few days Voisard has been all smiles and is now ready to conquer new realms.

## ACCOUNTING DEPT.

By George Perry

Miss Mildred Muth, Comptometer Bureau, gave us a very pleasant surprise when she came to work one morning recently with a diamond ring on her left hand. Rumor has it that the lucky man is a certain Mr. Edward Upmeyer.

Armistice Day brought joy to the home of Mr. & Mrs. Byron Billhardt in form of Donald Flint Billhardt, weight 8½ lbs. Mother and son are both doing nicely. Best wishes to Baby Bunting.

Queer things will happen. Three boys of this Dept. have their birthdays on the same day. The three are E. H. (Snooker) Uecker, C. (Dupet) Sein and S. J. (Horses) Werbetz and the day is Nov. 18th. We did not give them a party, so we take this opportunity of wishing them manv, many, happy, happy birthdays.

William (Bill) Hamilton, Disbursements Accts. Bureau, had a little argument with Judge Russell recently about a little accident caused by a little speeding through the little City of Inglewood. What it cost wasn't so little.

Miss Margaret Bell, Comptometer Bureau, took a week-end trip to San Diego during the latter part of November, but was unable to tell anything about it as she was seasick most of the time.

The Bills in the Freight Accounts Bureaus are busy paying bills by this time as Bill Reid has a new Oldsmobile Landau sedan and Bill Mathieson has a new Star touring.

R. E. Labbe, Head Clerk, Road & Equipment Bureau, was away again for a few days last month to take an inventory of the Fresno Traction Company at Fresno, California.

R. T. Knowlton, Head Clerk, Freight Accounts Bureau, who has been in the hospital for an operation, is recovering rapidly, we are happy to report, and will be able to leave the hospital very soon.

Vacations—Elsie Comontofski and Jeannette Smith made a trip to Woodland, Sacramento and San Francisco where they visited relatives and friends; both girls report a lovely time.

J. H. Goldsworthy spent a few days at his home in Santa Monica putting around in his garden and taking life easy.

Geo. Chrystal spent a few days of his vacation doing his Christmas shopping early.

A. L. Marsh went to San Juan Capistrano for one day to see the old mission. He reports the mission is still there. The rest of his leave was spent at home making himself comfortable in general and watching it rain.

Fred Vanasek has gone to Minneapolis to visit at his sisters' home. We received post cards from Fred telling of the "large" time he is having. He says there is snow on the ground and ice on the lakes and he has been skating by moonlight.

Mrs. Sanders has been to Imperial on her vacation visiting her sister at Thermo. While there she took trips to the various valley towns and Mexicali in Old Mexico. "The best vacation I've had in years," she says.

## NORTHERN DIVISION Eastern Lines By Mary Surr

G. A. Brown has been appointed Agent at Highland Station.

L. M. Sinnotte, Ticket Clerk at San Bernardino Station, is taking his vacation, with D. S. Coburn filling the vacancy.

The following trainmen are on vacations: Conductor L. I. Dennison, and Motormen G. M. Britt, B. L. Bradley, G. W. Passmore, J. Baldrige and B. McCumsey.

Motorman R. S. Evans, and Conductors W. E. Massingale and L. I. Dennison announce the arrival of daughters in their respective families.

Citrus shipments have commenced to move from Sunkist, Crown Jewel and Highland. Fruit for the coming season promises well. Tanks of smudge oil from Los Angeles have been received at Redlands and Highland to insure protection against frost.

Thanksgiving travel all over Eastern Lines was unusually heavy. The weather was ideal.





#### Vocal Shorthand

"Use the word dimension in a sentence."

"Dimension me in his last letter?"

#### Call the Coroner

Hiram—"Well, my shotgun let out a roar, and there lay a dead wolf ahead of us!"

Bored Boarder—"How long had it been dead?"

—Wasp.

#### Plus and Minus

Clothes make the man, lack of them, the woman.

—Purple Cow.

#### Modesty

"What makes the leaves so red?"

She asked him with a stare.

"They only blush," he said,

"To see their limbs so bare."

#### Her Kewpie

Father—"There was something funny about you last night, daughter."

Offspring—"I know, but I sent him home as early as I could."

#### Who's-Who Only

"How much are de tickets for our show, Pahson?"

"Fifteen cents, Deacon."

"Dat's fine. Dat'll keep de rough element out."

#### The Human Dud

While making his way about his platoon one dark night, a sergeant heard the roar of a "G. I. Can" overhead and dived into a shell hole. It was already occupied by a private, who was hit full in the wind by the non-com's head. A moment's silence—a long, deep breath, and then—

"Is that you, sarge?"

"That's me."

"Hot dog! I was just waiting for you to explode."—Everybody's.

#### Quite Springlike

The Queen, wearing a bouquet of sweet peas, was dressed for the weather which greeted her.

—St. Paul Dispatch.

#### Jumbled Sport

Conversation had flagged, and they were both getting desperate. He took another plunge:

"Um—you are interested in sports?" he asked.

This time she was determined not to fail him: "Oh, yes," she enthused. "I'm just dying to see whether Tilden will beat Dempsey!"

He gritted his teeth. "And who do you think will win?"

"Oh, Tilden," she answered; "by a touchdown!"

#### A New Alibi

"Don't worry about that, dear," said the husband to his young wife who had noticed a hair on his sleeve, "it is far too long to be a woman's."

#### Stop, Look, Listen

Marriage, said the Stewart Manor Philosopher, is like a railroad sign. When you see a pretty girl you stop; then you look, and after you're married you listen.—Ex.

"How do you get down off a horse?"

"Can't! You have to get it off a duck."—Exchange.

Patient (with a bad cold—in a whisper)—"Is the doctor in?"

Nurse (in a similar whisper)—"No, come on in."

After a salesman had sold a big order of goods to the Scotch buyer for a Chicago store, he sought to make the Scot a present of a box of cigars.

"I'm sorry I canna accept," the Scot said, "for there's a rule of the hoose that ye canna take presents from salesmen."

"Well," laughed the salesman, "I'll sell them to you for five cents then."

"That's different, now," the canny buyer replied after taking a good sniff at the box. "I can buy my smokes anywhere I please. I'll take four boxes."

"I hear that you've accepted Roy," she said acidly. "I suppose he never told you he once proposed to me."

"No," retorted Miss Jones, "not exactly. He merely said that he had done a lot of silly things before meeting me, but I didn't ask him what they were."

"Hey, you!" yelled the traffic officer, "why don't you use both hands?"

"I'm afraid to let go the steering wheel," grinned Phil, as he tightened his clinch on the fair lady.

Jakey—"Do you know why the Jews don't want to go to heaven any more?"

Ikey—"Why?"

Jakey—"Because business has all gone to hell."

#### Good Example

Teacher: "What is a model boy?"

Willie: "I guess it must be one who never's had his shins kicked under the table when there was company."

#### All Set

"Fix bayonets!" roared the sergeant.

"Please, sir," quavered the very new recruit, "there's nothing the matter with mine."

Lilly—"So yo' done mortgaged our lil' home?"

Mose—"Jess tem-rarily, honey, til' de mortgage am fo-closed."

Walking along a country road, a Kentucky judge met an old negro mammy of his acquaintance.

"Good morning, mammy," said he. "Where are you going?"

"Laws, jedge!" said she, "I'se been whah I'se goin'."—Exchange.

Molly Cassidy: "Shure, Pat, I had a certificate ov karakter, but I lost it comin' over. Phwat shall I do?"

Pat Murphy: "Niver moind, Molly; I'll write ye wan." Writes like this:

"This is to certify that Molly Cassidy had a good karakter before she lift the ould counthry, but losht it or shipboard comin' over!"

We like the informality of "Willie" Smith. It recalls that pathetic little chorus:

"His father called him William

And his mother called him Will;

His sisters called him Willie

And the fellers called him Bill."

#### Traitors and Converts

Young Hopeful: "Father, what is a traitor in politics?"

Veteran Politician: "A traitor is a man who leaves our party and goes to the other one."

Young Hopeful: "Well, then, what is a man who leaves his party and comes over to yours?"

Veteran Politician: "A convert, my son."

She loved him for his manly grace,

She loved him for his modest air;

She loved him for his handsome face,

She loved him for his wavy hair.

She loved him for his gracious way,

She loved him for his boasted brawn;

She loved him dearly till, one day,

She saw him with his gym suit on.

Girl: "Could you fix me a dose of castor oil so the oil won't taste?"

Druggist: "Certainly! Won't you have a glass of soda while waiting?"

Girl: "Oh, thank you." (And drinks the soda).

Druggist: "Something else, Miss?"

Girl: "No, just the oil."

Druggist: "But you just drank it."

Girl: "Oh, dear! I wanted it for my mother."

#### No Use!

"Mother," said George, as he presented an office chum who had come to spend Saturday afternoon with him, "this is my friend, Mr. Specknoodle."

George's mother was rather deaf.

"I'm sorry," she said, "but I did not quite catch the name."

"My friend, Mr. Specknoodle," shouted George.

"I'm sorry," said his mother, "but I can't hear distinctly."

"Specknoodle!" George fairly bel-lowed.

"I'm afraid its no use," said the old lady, as she shook her head. "It sounds just like 'Specknoodle' to me."

—Exchange.



#### At Rest

He didn't stop, he didn't look  
He didn't even listen,  
And so within a shady nook  
He sleeps where dew drops glisten.

Farmer: "Be this the Woman's Exchange?"

Woman: "Yes."

Farmer: "Be ye the woman?"

Woman: "Yes"

Farmer: "Well, then, I think I'll keep Maggie."

He who would climb the tree must grasp the branches—not the blossoms.  
—Thackeray.

What we didn't do yesterday causes most of the trouble today.

#### Tough Job

Chief Clerk: "Can't you find something to do?"

Office Boy: "Gee! Am I supposed to hunt the work and do it, too?"

#### Please Pass the Peroxide

"Oh, miss, I have made a mistake in this passport. I have put your hair down as fair, and it is dark."

"Oh, that is too bad! Will you rectify it—or shall I?"

#### Thrift Argument

"Tommy, isn't it rather extravagant to eat both butter and jam on your bread at the same time?"

"Oh, no, mother. It's economy. You see the same piece of bread does for both."

#### Two in One

"I'm going to marry a pretty girl and a good cook."

"You can't. That's bigamy."

#### Sorry She Spoke

Mrs. Nipper—"I'm so sorry I couldn't come to your party."

Mrs. Cutting—"Oh, weren't you there?"

#### More'n Likely

A sentence using the word moron:  
"Papa said sister couldn't go out till she put moron."

#### Placing the Blame

Professor—"And did I make myself plain?"

Frosh—"No, God did that."

Madge: "What do you think of a fellow who is constantly deceiving his wife?"

Goeffrey: "He's a marvel!"

"Father, I made 100 in two subjects."

"That's mighty fine, son. What were they?"

"Sixty in geography and 40 in arithmetic."

#### Too Late is Early

Mrs. Slow: "Mary, tell Mr. Slow I'm ready now. I thought he was dressed and waiting."

Mary (returning): "Please, ma'am, he was; but he says you'll have to wait now until he shaves again."

#### Speaking of Helpmates

Eliza—"Ah hear you-all's left yo' husband, Mandy. Is it true?"

Mandy—"It sure is, Eliza. Dat nigger was so shiftless he couldn't find enough washin' to keep me busy."  
—Life.

#### Earnest Worker

Field-worker in Sociology 103—"But have you no religious convictions, my good man?"

Convict—"Yes num; I wuz caught breaking into a church collection box."

#### In Hollywood

Rod—"What was her name before she married?"

Tod—"Before she married whom?"  
—Life.

#### Champion in Spite of Herself

A young couple were entertaining some of their friends when they realized that all their plans for entertainment had been exhausted. The situation was becoming critical, but the young husband had the idea of seeing who could make the ugliest face.

The contest was agreed upon; and, after the judges were appointed, all the guests tried and tried to make ugly faces.

When the time came for a decision, one of the judges walked up to one of the women and said: "We have decided to give the prize to you."

The guest replied: "Pardon me, but I wasn't playing."

—Western Christian Advocate.

## P. E. EMPLOYEES

Present Your Identification Card to

# Zins & Clawson Tire Service

When you need tires and repairs

GOODYEAR TIRES AND TUBES  
TIRE REPAIRING AND RETREADING

Why not take advantage of your group prices?

PACIFIC ELECTRIC DELIVERIES

Pasadena Garage  
Monday-Wednesday-Friday

Glendale Garage  
Monday

Sherman Garage  
Thursday

Torrance Store  
29th of each month

## ZINS & CLAWSON SERVICE CO.

1228 So. Grand Ave.

WEstmore 3554-5710

Open All Night



# To you and yours



## RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

201 PACIFIC ELECTRIC BLDG.

LOS ANGELES, CALIFORNIA

We extend every good wish for your happiness and prosperity this Christmas Season and throughout the coming year.

### RECENTLY THE PACIFIC MUTUAL LIFE INS. CO.

Paid the Following Employees of the Pacific Electric Railway Disability Benefits Through the Wm. L. Thomas Agency

Name	Occupation	Amount	Name	Occupation	Amount
Abbott, Le Roy A.	Conductor	\$ 10.00	Frasure, Mode	Motorman	22.00
Alder, William F.	Conductor	16.00	Foster, George H.	Conductor	12.00
Bevis, Fred J.	Conductor	14.00	Gray, Jack S.	Conductor	22.00
Barber, Claud D.	Motorman	34.00	Greco, Merle	Motorman	21.33
Bodycott, Harold R.	Safety Operator	154.00	Farmon, Ralph L.	Conductor	86.00
Buchanan, Lewis F.	Conductor	12.00	Herold, Edwin C.	Motor Bus Operator	10.00
Calvert, Frank R.	Motor Bus Operator	16.00	Hicks, Noal H.	Conductor	48.00
Christen, Henry M.	Conductor	20.00	Higgins, Elwyn C.	Motorman	60.00
Cusack, Wm. J.	Conductor	20.00	Jagoe, William	Motorman	12.00
Dewar, Robert H.	Motor Bus Operator	53.33	Johns, James D.	Conductor	14.00
Edmondson, Noah H.	Conductor	13.33	Kircoff, Frank A.	Conductor	20.00
Emilienberg, Milburn	Conductor	13.33	Knight, Benjamin	Motorman	18.00
Ford, Alden H.	Conductor	25.00	Lumms, Wilburn R.	Conductor	20.00
Forsyth, Campbell	Conductor	12.00	Morneau, William W.	Motor Bus Oper.	29.33
			Murray, Phillip F.	Motor Bus Operator	32.00
			Ogden, George H.	Motorman	24.00
			Parks, Frank	Engineer	43.34
			Parson, Everett P.	Motor Bus Operator	50.00
			Roy, Thomas A.	Conductor	28.00
			Simms, Murrell C.	Motor Bus Operator	38.00
			Smith, Ralph H.	Motorman	14.00
			Sullivan, Giles F.	Conductor	16.00
			Sweet, Hamlet E.	Motor Bus Operator	10.00
			Taylor, Harry Willie	Conductor	30.00
			Thompson, Roland L.	Motor Bus Oper.	20.00
			Tichenor, Vern	Motor Bus Operator	14.00
			Walters, Lorvin W.	Motor Bus Oper.	32.00
			Watson, Robert B.	Conductor	18.00
			Whipple, Henry T.	Motorman	13.33
			West, Fred S.	Conductor	26.00

## Announcement

Dr. Carl S. Ross, Optomerist, is now located at our store.

Dr. Ross is thoroughly equipped to handle the most difficult work in that line.

Have your eyes examined; you may need glasses. Broken lenses accurately replaced. Repairing neatly done.

*We still have a few watches!*

## 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  
 June 30th, 1926

**ASSETS**

Loans and Discounts .....	\$37,410,408.87
United States Bonds to Secure Circulation .....	1,500,000.00
United States Bonds and Treasury Notes .....	3,635,607.13
Other Bonds, Stocks and Securities .....	1,168,246.77
Bank Premises .....	505,669.26
Customers' Liability on Letters of Credit .....	720,830.37
Customers' Liability on Account of Acceptances .....	71,869.77
Redemption Fund with U. S. Treasurer .....	75,000.00
Interest Earned, uncollected .....	117,330.59
Cash on Hand.....	\$2,346,108.29
Due from Federal Reserve Bank of S. F. ....	3,467,246.86
Due from Banks .....	6,154,520.98
	<b>11,967,876.13</b>

**\$57,172,838.89**

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00
Surplus .....	2,000,000.00
Undivided profits .....	517,154.22
	<b>\$ 4,517,154.22</b>
Reserved for Taxes .....	31,055.66
Reserved for Interest .....	16,945.81
Unearned Discount .....	49,592.63
Securities Borrowed .....	2,000,000.00
Letters of Credit .....	768,415.37
Acceptances Based on Imports .....	71,869.77
National Bank Notes Outstanding .....	1,500,000.00
DEPOSITS .....	<b>48,217,805.43</b>

**\$57,172,838.89**

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. Steward

**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  
Vice-President.

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

R. C. LEMMON  
Asst. Trust Officer.

P. E. Dental Surgeons

**Dr. Samuel Kaufman**

395 P. E. Building  
Sixth and Main Streets

**Dr. W. W. Craycroft**

Santa Monica Blvd. and  
Larabee St.  
Sherman

**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".