



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., FEBRUARY 10, 1926

No. 9



Noted Health Resort at Base of Famous Arrowhead

# Initiative

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WHAT is Initiative?

I'll tell you: It is doing the right thing without being told.

But next to doing the thing without being told is to do it when you are told once. That is to say, carry the Message to Garcia; those who can carry a message get high honors, but their pay is not always in proportion. Next, there are those who never do a thing until they are told twice; such get no honors and small pay.

Next, there are those who do the right thing only when necessity kicks them from behind, and these get indifference instead of honors, and a pittance for pay. This kind spends most of its time polishing a bench with a hard luck story.

Then, still lower down in the scale than this, we have the fellow who will not do the thing even when someone goes along to show him how and stays to see that he does it; he is always out of a job, and receives the contempt he deserves, unless he happens to have a rich Pa, in which case Destiny patiently awaits around the corner with a stuffed club.

To which class do you belong?

—Elbert Hubbard.

# Carrier's Plan for Meeting Traffic Problem

## Executive Explains Details of Railroads Proposal to Meet Present and Future Transportation Requirements of City

By D. W. PONTIUS,  
Vice-President & General Manager

**T**HE plan that I am presenting is what the railroads have planned for the solution of the Los Angeles Union Station problem. It is one jointly agreed to by the Union Pacific, Santa Fe, Southern Pacific and Pacific Electric Railroads and, in our judgment, not only solves the union station problem, but effects the complete elimination of grade crossings for Pacific Electric interurban trains operating to points north, south and east, 1200 daily in number.

It is not the "Titcomb Plan" for the reason that a number of important revisions have been made, among which are the following:

(a) The former plan did not provide for the operation of Pacific Electric trains carrying passengers, mail and baggage into the Southern Pacific-Union Pacific station.

(b) The former plan did not provide for Pacific Electric service for through passengers to and from the Santa Fe Station, making that a joint station with the Pacific Electric Railway.

(c) There was to be an elevated for the Pacific Electric tracks over Alameda Street approximately 36 feet high. This has been done away with and the tracks over Alameda and Sixth Streets are 18 feet high. The location where the Pacific Electric tracks are high is at Mateo Street, but the Pacific Electric tracks are no higher there than the elevated tracks are at approximately 138th Street in New York City, which is in a semi-residential district, while the Pacific Electric elevated track at Mateo Street is in a wholly industrial district.

The basic reason for the construction of a Union passenger station in any city is to save passengers from transferring from one station to another when passing through. There are many more passengers interchanged in Los Angeles between the Pacific Electric Main Street Station and the different steam line stations, than interchanged directly between the steam lines. The number of passengers interchanged between the steam lines and the Pacific Electric will greatly increase as the

city grows and as traffic congestion spreads. The Pacific Electric should serve the steam line stations for this reason and this plan is the only one that can give such service at a reasonable expense.

Under the Plaza plan, no arrangement has been made for Pacific Electric interurban trains serving the north, south and east of Los Angeles to pass directly by the Plaza site and this ar-

located directly at the Plaza, but for a Union Station to be located at the northeast corner of Aliso and Alameda Streets.

The plan presented will eliminate all grade crossings along the Los Angeles River, equal to the relief of grade crossings for any other site that has been suggested, and in addition there will take from the streets of Los Angeles all our interurban trains operating east of Main Street, 1200 daily, amounting to 18,000 movements over grade crossings daily.

This plan shortens the running time for Pacific Electric passengers destined to and from points north and east of Los Angeles, 7 minutes during ordinary hours of travel and 15 minutes during rush hours of travel; and for passengers south of Los Angeles, 5 minutes during ordinary hours of travel and 10 minutes during rush hours of travel.

The Santa Fe now has an adequate station site at its present location and will build a pretentious passenger station at once, while the Central Station occupied by the Southern Pacific-Union Pacific can be enlarged when necessary to care for its traffic for many years to come, almost an indefinite period.

This plan eliminates all steam line operations over Alameda Street, excepting industrial switching.

If the Southern Pacific-Union Pacific-Santa Fe were to occupy the same station, the automobile congestion would be very greatly increased and by providing separate stations for the Southern Pacific-Union Pacific and one for the Santa Fe, means better automobile parking and traffic facilities. The Santa Fe site, as well as the Central Station site, is accessible to the business district, as well as the residential district, certainly very much more accessible than the so-called Plaza site.

The Kelker-Deleuw "Report on a comprehensive rapid transit plan for the City and County of Los Angeles" recently completed and filed with the City Council of Los Angeles and the Board of Supervisors of Los Angeles County, on page 11 recommends for the immediate construction of an ex-

### Railroads Not Resisting the Law In Plaza Plan Opposition

**T**HAT the railroads concerned have at all times strictly observed the letter of the law in their opposition to the construction of a Plaza union terminal was clearly set forth last month in a comprehensive statement of Frank Karr, 2nd Vice President and Chief Counsel. The executive's statement reviewed the actions of the carriers from the inception of the controversy and clearly demonstrated the misstatements of interests advocating the Plaza Plan in which the railroads were charged with evading the law.

Summarizing his complete review of the case, Mr. Karr thus concluded:

"As stated above, no order was ever made by the Interstate Commerce Commission ordering a union passenger station in Los Angeles, at the Plaza or elsewhere. The Interstate Commerce Commission stated at the outset that they considered that they had no jurisdiction. The situation as it stands today is that the cases commenced in 1916 have not yet been decided and have not yet been fully tried. The carriers' attitude has been clearly defined by the joint statement publicly made by the presidents of the four railroads entering Los Angeles. The proceeding is still pending before the California Railroad Commission and it is the carriers' position that they are entitled to a full and complete hearing on the merits.

"The California Commission is taking evidence in these cases, an adjourned hearing being set for March 3, 1926. The evidence now being taken is in addition to that previously introduced.

"There is no order outstanding of any commission requiring a union passenger station. At the last hearing, on inquiry, the president of the California Commission emphatically stated that this was not a prejudiced case and that any and all plans would be carefully considered. Therefore, the railroads are proceeding in a lawful and orderly manner in conducting their case. They are proceeding in the same manner that any individual would do within his lawful rights. Any statement to the effect that the railroads are resisting any lawful order of any commission is buncombe and without foundation.

rangement cannot be made without expending an unreasonable amount of money and the building of an elevated railroad over San Pedro Street between Aliso and Sixth Streets, or a subway between the Plaza Station and Sixth and Main Street Station. Another thing to take into consideration is the fact that the present plan for a station at the Plaza is not for a Union Station

*Every Week is "Courtesy Week."*

tension of the Pacific Electric elevated from the rear of the 6th & Main Street Station to a point just east of the Los Angeles River and the northerly paralleling the river to Aliso Street, with a branch extending southerly from a point near 7th & Alameda Streets to connect with the present Pacific Electric private right of way at 14th Street. The Carriers' plan provides for this.

It must be borne in mind that this plan, which has been most carefully worked out by operating men and engineers of the four railroads, is made possible only by the exchange of property rights. For example: The Pacific Electric can use the Union Pacific right-of-way east of the Los Angeles River and the Southern Pacific right-of-way between Alameda Street and the River; the Union Pacific can use the Southern Pacific right-of-way between Alameda Street and the river and the Central Station; and the Southern Pacific can take its trains off of Alameda Street by using the Union Pacific right-of-way east of the River. No other plan will enable Pacific Electric to get its trains off the streets without much delay and confusion.

#### Connecting Up Santa Fe

Under the proposed plan the Santa Fe will be served by the Pacific Electric by providing an overhead bridge, 700 feet in length, across the Los Angeles River and the Pacific Electric through passengers interchanged with the Santa Fe Station. On the other hand, while through cars will be operated into the yard of the Central Station for the handling of through Southern Pacific-Union Pacific passengers interchanged with the Pacific Electric, these passengers will also have an opportunity of using the Pacific Electric through trains for north, south and east of Los Angeles at what will be known as the 6th and Central

Station of the Pacific Electric on the elevated. This means that passengers using either the Southern Pacific-Union Pacific or the Santa Fe Station can travel to and from either of these stations or between these stations, without crossing any street at grade, which is a 100% arrangement as far as the factor of safety is concerned. Passengers will not be required to walk up and down steps, as ramps will be used, which is the ideal plan from a construction and utility viewpoint.

There will be an agent at the Pacific Electric 6th and Central Station and porters will be on hand to carry baggage between the electric railway station and the Southern Pacific-Union Pacific Station. Porters will offer similar service at First St. to passengers destined to and from the Santa Fe Station.

The Pacific Electric handles between points north and east of Los Angeles, and Los Angeles, in excess of 8,000,000 passengers yearly and from points south of Los Angeles, and Los Angeles, in excess of 9,000,000 passengers yearly, or a total of 17,000,000 passengers that would have the use of this facility when once built.

#### Propose Beautified Entrance

The railroad entrance to practically every city in the United States is known as the "back-door" entrance. The railroad entrance to the city of Los Angeles has been referred to as the "tin-can" entrance. I recently suggested to the City Council that this condition be changed and that something like \$200,000 be spent for the planting of shrubbery along the Los Angeles River and make the railroad entrance to the city of Los Angeles a more beautiful entrance than in any other city in the United States. If we proceed to beautify the Los Angeles River, it goes without saying that the property owners on each side of the Los Angeles river will do likewise and

with the Santa Fe occupying the property on the west bank of the river, while the P. E.-Southern Pacific-Union Pacific would occupy the bank on the east side of the River, the suggestion that has been made certainly could be carried out in the interest of the public.

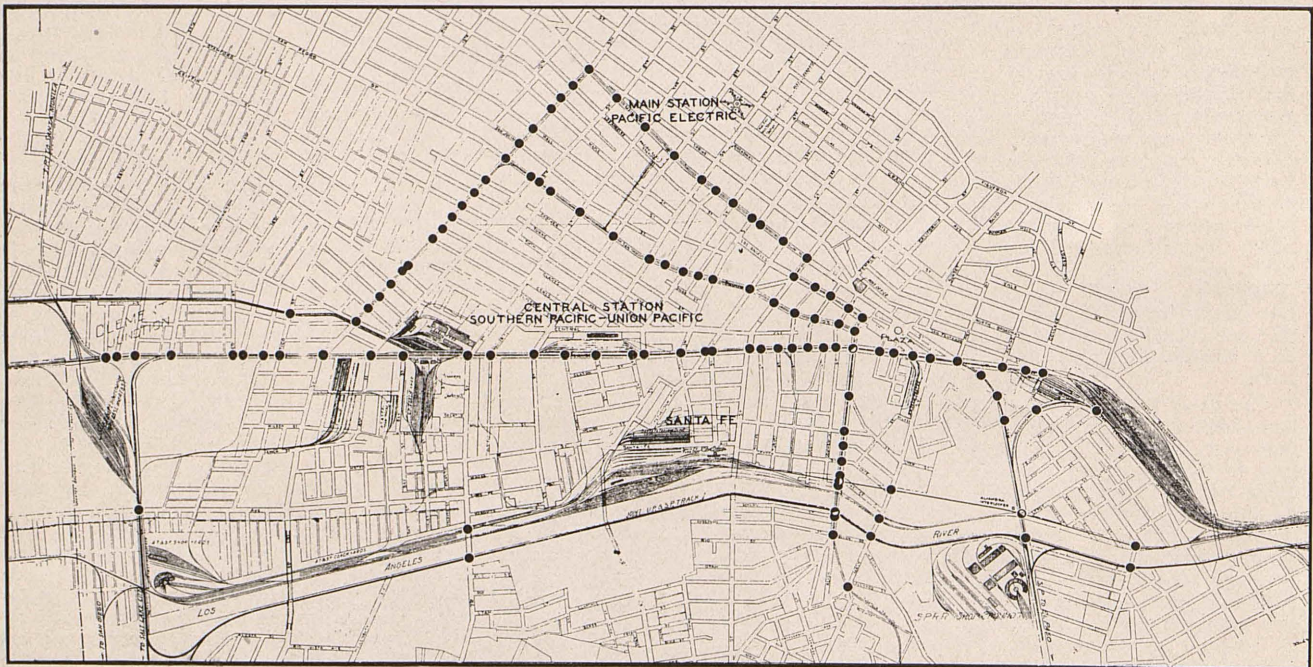
#### Ready to Start

The building of a station at any particular location in Los Angeles, in my judgment should not be a matter of law as to whether the steam lines can be required to build a union station at any particular location, or whether they can resist through the Courts for a period of years the building of a Union Station at any particular location. This case has now been in the Courts for something near eight years and it is presumed that with the difference of opinion it will continue in the Courts for a number of years longer and in that event the public must suffer. The carriers now agree to spend the money and put through the plan, if permitted to do so and it is hoped that the necessary authority will be granted.

There is a sharply divided line between the engineers and operating officers of the railroads and engineers of public bodies as to where the Union Station should be located, if one be built at all, and how it should be served. It would seem that with the long experience that these engineers and operating men have had with the railroads, that their judgment should have a great deal of merit as they are men that must operate the terminals and be responsible for adequate service to the public.

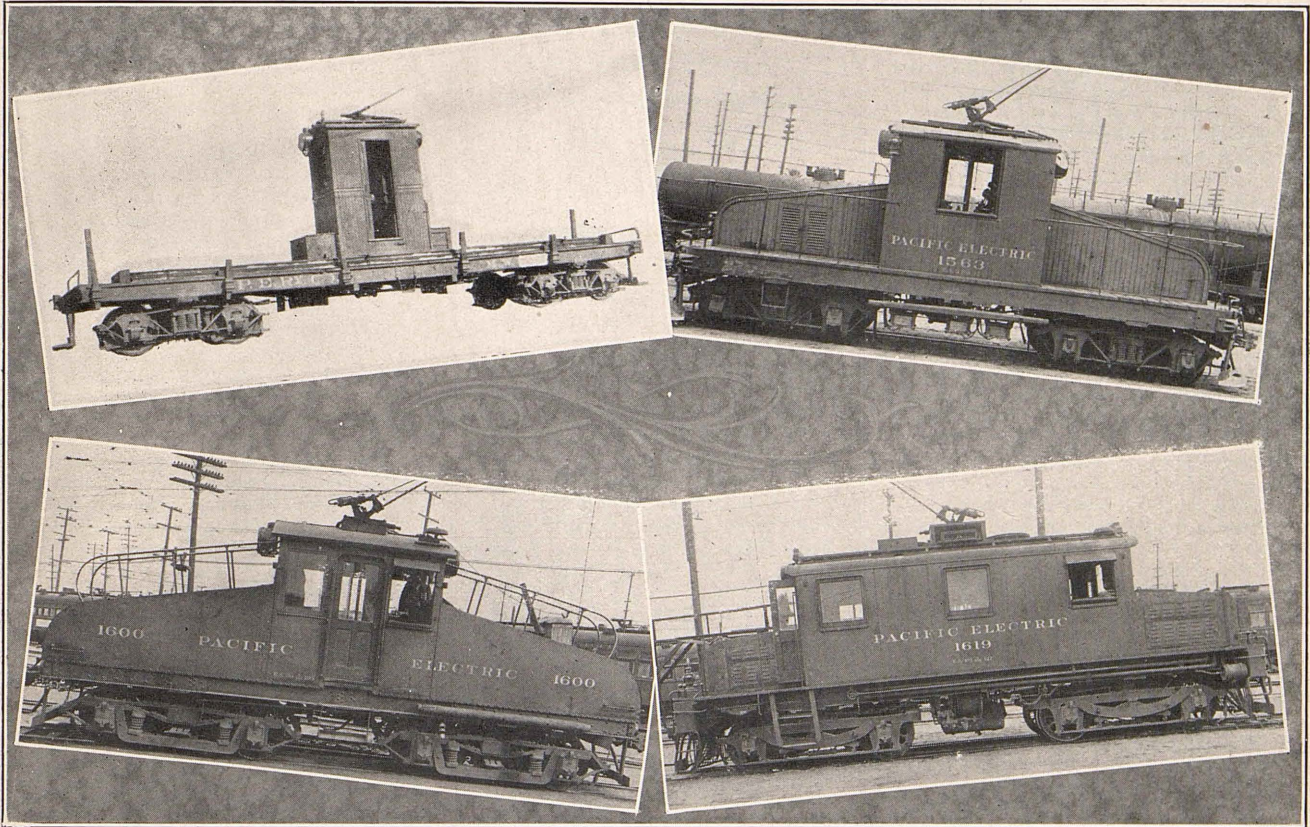
The railroads concerned have filed with the City Council, applications for the necessary franchises to go ahead and carry out the plans as proposed by the carriers and this will be done if the necessary authority is granted by

(Continued on page 17)



The dots shown on map above indicate grade crossing handicaps with which our interurban service must now contend on lines serving districts to the north, east and south of Los Angeles. All are eliminated in the plan proposed by the carriers.

## FROM PIGMIES TO GIANT'S GROW POWER UNITS



Development of electric locomotives is well illustrated in the pictures accompanying. A total of 65 is required to care for our freight traffic, of which 31 are of 1000-horsepower, the largest used by any interurban electric railway system.

**T**HE development of the electric locomotive is seen in the various types owned by this Company, some of the older types still being in use in work train service. The first electric locomotives were nothing more than flat cars with motors applied to the trucks and controlled from a small cab in the center of the car. The trolley was mounted on this cab, and in addition to pulling loaded cars, freight could also be loaded on the body of the locomotive.

With the demand for greater capacity it was necessary to increase the size of the cab and add hoods on the ends to house air compressors and control equipment. Mounting the compressor and control equipment on top, instead of underneath the body, allowed for the shortening up of the body, giving a more flexible unit for switching service.

With the heavier types of the earlier locomotives, steel underframes were used which finally led to the present all-steel locomotive. All of the earlier types were built by the Company or constructed from freight cars. Probably the first all steel locomotive on the Pacific Coast was designed and built in 1905 in the old shops at Seventh street and Central avenue, Los Angeles. This locomotive is still in service, being No. 1600. It is equipped with four motors, totaling 800 H.P. ca-

By E. A. STEVENS,  
Special Engineer

capacity and for many years was the largest locomotive used by this Company. In 1903 a duplicate of this locomotive, 1599, was built in the Torrance shops, using the motor and control equipment from the old private car Alabama.

The sixteen locomotives of the 1560 class are of the steel underframe construction and were built in the old shops in 1910 and 1911. These locomotives are equipped with motors of 500 H.P. total capacity. All are still in service. These locomotives as well as all of the older types are for 600 volt operation only.

The Company has thirty-one of the most modern type all-steel locomotives, the largest used by any interurban electric railway. These locomotives weigh 130,000 pounds, and are equipped with motor totaling 1000 H.P. and are suitable for both 600 and 1200 volt operation. Of these locomotives eighteen were purchased from an eastern manufacturer and thirteen were built in the Torrance shops during 1923 and 1924. The Company has two other steel locomotives of smaller capacity, suitable for 600 and 1200 volt operation.

The Pacific Electric now owns and operates a total of 65 locomotives of

### KEEP STREET CARS MOVING

"There has been altogether too much politics in the traction problem," says Lucius S. Storrs, managing director of the American Railway Association. "More and more we are getting out of this slough, and it is a healthy sign.

"One of the gravest problems with which the industry has to cope is that of maintaining schedules in downtown streets. Where once this was a problem only in larger cities, now, on account of lack of proper ordinances or insufficient enforcement, it has become an issue in almost every city and town in the United States.

"Motor car owners and transportation companies have certain rights which should be granted by city officials, and once granted, protected. No one will seriously contend that an electric car should not have the right of way over its tracks at all hours of the day or night. No other vehicle has any right in such circumstances to hold it up. Officials of every city should recognize this right and enforce it."

all types. The average monthly locomotive mileage is 95,600 miles in revenue freight service and 19,500 miles in yard and work train service.

# Decrease in Train Accidents

## Trainmen Make Splendid Showing in Reduced Number of Accidents Throughout System

**A** GAIN testifying to the care and skill exercised by Motormen, Conductors and Motor Coach Operators, records of accidents for the past year indicated a reduction of 16% over the year 1924. This figure exceeds the reduction made the preceding year, when the percentage of reduction was 13.85% less than during 1923.

That these employees as a whole are diligent and cognizant with existing hazards is reflected from the fact that the material lessening of accidents was made in the face of continually increasing number of automobiles to contend with. The Automobile Club of Southern California states that 65,000 additional automobiles were registered in Los Angeles city alone during 1925.

Analysis of the accompanying tabulation reveals the following interesting facts:

Vehicular accidents, numbering 5,255, decreased 14% over the preceding year. It is here pertinent to say that the most minor of such accidents are recorded and entered in account, even to the extent of a slightly scratched or bent fender. Each such accident is a possible source of later legal action, however minor they may appear at the time.

Step accidents, which frequently are the occasion for large claims, showed the largest decrease, being 49.9% under the previous year. Derailments decreased 31.1% and collisions and interferences with cars were less frequent by the same percentage.

Gratifying is the fact that the decrease in accidents was evident on all divisions, as well as in Motor Coach operation, evidencing greater care and better results throughout the system. While the results attained may be traced back in part to several other of

### Trainmen Commended for Accident Record

*Vice President & General Manager Pontius issued the following statement last month regarding reduction in accidents:*

"During 1925 several gratifying improvements in our activities were registered over records of previous years, but outstanding among them is last year's reduction in accidents.

"Our statistics show that we reduced accidents by 16.00% notwithstanding that the hazard of accidents was increased due to a very large increase in the number of automobiles on our highways.

"I am not unmindful of the trying difficulties often encountered by men engaged in our train service and take this means of extending to Trainmen my hearty congratulations. Situations frequently arise which test skill and nerve and that these qualities are being exercised in good measure is shown by the reduced number of accidents recorded.

our operating department, it is nevertheless a fact that the bulk of credit for the fine showing made is due to the splendid activities of those in charge of actual operation of equipment.

Following is the recapitulation for the year ending Dec. 31:

#### COMPARATIVE ACCIDENTS DURING 1924 AND 1925

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1925-1924	1924-1925	1925-1924	1924-1925	1925-1924	1924-1925	1925-1924	1924-1925
Collisions with vehicles	1385	1529	1100	1410	2371	2674	399	496
Collisions and Interferences								
with cars	30	54	39	75	85	98	8	8
Persons struck by cars	45	68	34	59	52	75	3	3
Derailments	104	142	175	261	102	150	..	..
On and off moving cars	112	146	79	190	92	224	4	13
Miscellaneous	274	303	493	453	488	509	111	90
<b>Total</b>	<b>1950</b>	<b>2242</b>	<b>1920</b>	<b>2448</b>	<b>3190</b>	<b>3730</b>	<b>525</b>	<b>610</b>
			1925	1924				
Collisions with vehicles			5255	6109	14.0%	Decrease		
Collisions and Interferences with cars			162	235	31.1%	Decrease		
Persons struck by cars			134	205	34.6%	Decrease		
Derailments			381	553	31.1%	Decrease		
On and off moving cars			287	573	49.9%	Decrease		
Miscellaneous			1366	1356	.8%	Increase		
<b>Total</b>			<b>7585</b>	<b>9030</b>	<b>16.0%</b>	<b>Decrease</b>		

### HOLLYWOOD AND S. F. VALLEY TRAINS BEGIN TUNNEL USE

Initial operation of Hollywood and San Fernando Valley trains through the new subway and terminal station was begun on Sunday, Feb. 7th, thus bringing into service all trains intended through our mile-long subway in slightly less than 22 months since the breaking of ground on the mammoth project.

Full accommodations and utility of the station proper, however, is not yet available to patrons, as considerable interior work and placement of ticket office and other facilities yet remains to be done. About half of the large waiting room, which is finished in marble and terra cotta, was sufficiently finished to permit of use. The remaining work on the station proper will be rushed to completion, it being estimated that another sixty days will be required to complete the entire station project.

Resulting in a minimum saving of 10 minutes per trip to approximately 40,000 persons daily destined to and from Hollywood and San Fernando Valley points, the following lines serving these districts began regular schedules through the tunnel: Hollywood Boulevard, Santa Monica Boulevard and Van Nuys line trains, except in the latter case of train leaving Van Nuys at 11:44 p. m. and one leaving Los Angeles at 4:15 a. m., which will be operated via Hill Street.

The following trains serving the Hollywood district will be operated as heretofore, via Hill Street: Hollywood-Vineyard line; Western-Franklin Ave. Line, Echo Park Ave. Line and the Hollywood-Santa Monica-Venice line. The lines assigned to operation through the tunnel proper represents about 90% of all cars and trains destined to and from the Hollywood district.

The route to be traversed through operation into the subway is for Hollywood and San Fernando Valley trains to leave Sunset Blvd. at Bonnie Brae over new trackage constructed on an extension of Park Avenues, 550 ft. in length, linking Glendale Blvd. and Sunset Blvd. Arriving at Glendale Blvd. trains proceed south to the west portal of tunnel located at 2nd and Glendale Blvd. The saving in time affected results from the material shortening of route, avoidance of heavy surface vehicular entanglement and reducing the number of stops by ten in reaching Sunset Blvd. and Bonnie Brae Sts.

Arrangements made for the collection of fares for outbound passengers in new terminal station is for Collectors to be stationed at head of down ramp in main waiting room. Passengers destined beyond first zone will be given identification checks or further transfer from Collector in station.

#### Not His Wife

"Did my wife speak at the meeting yesterday?"

"I don't know your wife, but there was a tall, thin woman who rose and said she could not find words to express her feelings."

"That wasn't my wife!"

# Fire Precaution Measures Bring Results

## Good Housekeeping Throughout System One of Contributing Factors in Yearly Decrease of Fire Losses Recorded

By R. M. FELLOWS,  
Fire Prevention Inspector

RESULTS very gratifying in scope have been reflected in both the reduced number of fires and financial losses resulting therefrom for each succeeding year since 1921. Verifying this statement is the fact that for 1921 a total of 35 fires resulted in a loss of \$174,000, while in 1925 9 fires totaled a loss of only \$2,265. This big reduction has been made in the face of increasing number of buildings and properties and shows the effect of unified effort to reduce and eliminate the causes of fires.

Before the creation of Fire Prevention Inspector the diversity of the affairs of our Company compelled departmental control and while each department would look after its own risks the fact that several departments occupied the same building or property often left a sort of "no man's land" on the premises to act as a catch-all, or fire hazard.

In 1921 the position of Fire Prevention Inspector was created, the appointee to act under and by authority of the Vice President & General Manager. The main idea was to unify all fire prevention work and look after the fire risks as a whole, instead of as departmental risks. This did not displace departmental responsibility or jurisdiction and each department retains its

own chief inspector and local inspectors for each property.

The 1921 inspection attempted to bring every P. E. property to a common standard in equipment, conditions and practices of fighting fires and eliminating fire hazards. The response was whole-hearted and effective, and its progress can easily be traced by the decreasing fire loss each year.

### Fire Prevention Inspection

Arriving "on the job" the inspector checks over the chemicals, fire hose and fire fighting equipment; the telephone and electric wires and fuses and the heating plant, flues and stacks. House-keeping conditions from basement to attic are closely inspected and the general use of premises also, so as to separate the more hazardous fire risk work from inflammable surroundings. The outside of buildings are checked, especially with reference to openings at base line that would admit trash and cigarette butts. The fire risk exposure from adjoining properties likewise receive attention and recommendations made for additional fire fighting equipment to meet such risks as may exist.

At our mechanical plants and prop-

erties, where a sufficient number of employees are on duty, the same procedure is taken and in addition the organization of our own fire departments, fire alarm systems, water supply and fire department equipment are regularly inspected. Our Torrance plant is the equal of any city fire department in alarm system, high pressure water system and the fire department crew rank with veterans of the city fire departments.

On a smaller scale this action is duplicated at our other plants, car houses and terminals and frequent fire drills keep the boys keyed up and efficient.

In all buildings the greatest fire risks today are poor housekeeping, improper use of gas heaters and electric fuses, storage of materials in attics with hot sunshine on roof and poor air circulation through storage creating spontaneous combustion. This also applies to storage in closed closets with heat source near by and the heat absorbed by storage without air circulation to offset it and trash bins and cans too close to building walls with liability of cigarette or match discard setting fire to same. Any trash storage should be at safe distance from other property, and incinerators should



Good housekeeping, as exemplified in the scenes above, is one of the good reasons why fires on P. E. system are being held to a minimum each year.

Every Week is "Safety Week."

be located so usual wind conditions blow embers away from property.

Another feature of the work, and a very interesting one, was the courtesy risk and inspection of practically every plant, packing house and business outside of Los Angeles, where we have side track connections, thereby a joint risk. Almost without exception the suggestions of inspectors as to eliminating fire risks or adding fire fighting equipment are adopted, and fire loss on this class of property along our lines has also decreased greatly.

This is almost as important as stopping fires on our own property for reason that these plants give us our freight revenue as well as considerable passenger revenue from their employees.

P. E. employees whose duties take them upon such properties can render equal service, to that they are now so successfully doing on P. E. fire risks, by watching out for and in a friendly way calling attention to same.

Constantly working to better conditions are the Underwriter's Inspector, the General Service Inspector, the Department Chief Inspectors, the local inspectors and the writer, but the fact remains that no amount of inspection work can accomplish results attained. The credit for our results goes properly to the individual employee, who can either prevent or create the fires in first place, and the record shows that they are preventing them.

#### HOW LIVE OFFICIAL PROVED VALUE OF STREET CARS

Both unique and effective was the means employed by Lucius S. Storrs, former President of the Connecticut Railway Company, in combatting the entry of jitney buses in Bridgeport several years ago. Convinced that only by a bitter experience with jitneys could he impress the public and city authorities of the indispensability of street cars, Mr. Storrs gamely tried an experiment that made history, and incidentally won his point.

Discussing this interesting episode, the Public Service Magazine thus records it:

"Jitneys had for some time so completely flooded the streets, running on lines traversed by the street cars, as to make it useless for the company to try longer to operate. President Storrs tried to get relief through the city officials, but could not because the jitneys seemed, as they usually do at first, to be very popular. They were the 'people's transportation,' and all that. So Mr. Storrs finally said to the city officials: 'It is useless for us to try to run our cars any more in competition with the jitneys, so long as the jitneys are permitted free use of our rights-of-way, blocking our tracks as they see fit and making use of our stations and terminals. We'll just get off the streets, run our cars into the barns and leave the city to the exclusive service of the jitneys. We cannot operate our system at a loss.'

That hit the city officials favorably. 'I'll do nothing to hinder you or the jitneys. I want to see if jitneys or buses really can by themselves supply

## Good Record Made in Reducing Freight Claims Shown During Year 1925

*Among other good records made during 1925 was an outstanding reduction effected in loss and damage claims, details of which are recounted in the following statement by F. J. Leary, Supervisor, Freight Protection:*

**C**LAIM payments made for last year showed a marked decrease as compared with the previous twelve months, the good results accomplished being reflected in the following tabulation:

	Freight Revenue	Loss & Damage	% Loss & Damage to Total Freight Revenue
1924 .....	\$6,196,925.48	\$93,555.54	1.51%
1925 .....	6,154,314.49	64,651.63	1.05%

From the above it will be seen that with practically the same volume of business our claim payment per \$100 of business was reduced from \$1.51 to \$1.06, or approximately 30 per cent. This reduction made a net saving of \$28,903.91.

Three years ago the Freight Claim Prevention Bureau was organized under the supervision of the Transportation Department, on account of that department coming in direct contact with the receiving and handling of all freight. Every point on the system has been reached in the educational and preventative campaign the department has waged. Agents, clerks, checkers, trainmen, stevedores, in fact, everyone concerned has been called upon to co-operate in the work of reducing claims.

The record made is one of which all may be proud and with the experience gained and continued effort it is possible to make an even better showing during the present year.

the transportation that a city needs. If so, we are through. We will haul our cars away, tear up our trackage and leave town. Let us all do all we can to facilitate a full and fair test. If the jitney is the thing we, the company, want to know it as much as you do."

Mr. Storrs and his company kept their word. The city was soon filled with jitneys and buses of every kind, some of them very good. They were organized, routed, scheduled and ran under the best superintendency procurable, a man who was a thorough transportation executive. It was not a hit-or-miss affair. But it failed completely. In the first flush of dawn the jitney owners saw roseate views of easy money and big profits. But they didn't figure on the wear and tear, on depreciation, on enough lean hours, on popular patience.

Women are the shoppers and they refused to ride on account of the dirty ill-kept jitneys, which were unfit for feminine patronage. The merchants began to feel the effect of the situation. Their trade fell off shockingly. They let out a roar and a loud one, roar after roar. "Bring back the street cars." Only, they were nobody. Big merchants, of course, are always in favor of the corporations.

Labor, loudest in its demands for the jitneys, also began to laugh on the other side of the mouth after a short time. The jitneys couldn't handle the rush hour traffic. That meant workers reaching their work an hour late in the morning and getting home an hour late in the evening, sometimes more. The boss didn't pay for an hour lost.

One by one the jitneys began to fall by the wayside. Owners and drivers quit cold in many cases, enough to hamper the demand for traffic all the more.

Then came the mayor and city council to wait upon Mr. Storrs with a

#### UPPER FLOORS OF BUILDING UNDERGOING REMODELING

When present structural alterations, begun last month, are completed on the eighth and ninth floors of the Pacific Electric Building, our office structure will measure throughout in point of attractiveness with any modern office building of the city. These floors, formerly occupied for many years by the Jonathan Club, are to be fitted and utilized as public offices, they adding 115 to the 700 odd offices from the second to seventh floors inclusive. The improvements now being made total an expenditure of \$143,000.

Included in the work now in progress is the installation of marble work and tile floors in halls; new office partitions, doors and side lights; new toilet fixtures and electrical work and extension of all elevators to the ninth floor.

It is not generally known, but in point of floor space and number of offices, the Pacific Electric building exceeds that of any other office building in Southern California. When present changes are made the entire building will have available for use a square foot area of exceeding 371,000 square feet, or approximately 9 acres. It is estimated that 75,000 persons pass through the station daily and that the number of occupants totals around 2,500.

The building was completed in 1905. It occupies a space of 211 feet on Main Street and Los Angeles Street, and 285 on Sixth Street, making a total of 707 feet of street frontage. Used in its construction were 3,600 tons of steel, 30,000 barrels of cement, 3,000,000 red brick and 500,000 finish brick.

welcome to return. And the day his street cars emerged from their barns, after a few weeks' idleness, the band played and it was a holiday, at least a day of great rejoicing in Bridgeport.



# Freight Rates Not Confiscatory

## President Shoup Backs Statement With Strong Arguments Sustaining the Claim Made

**I**N AN ADDRESS before the annual convention of the Electric Light Association at San Francisco recently, President Paul Shoup contradicted the statement too often made that present freight rates are confiscatory or restrictive. He clearly proved his point by showing that the fluctuations of the market value of many products within one week frequently exceed the entire transportation charges of those commodities from producer to consumer.

The following is an excerpt from Mr. Shoup's address:

"In examining the freight rates in the country, we find a great variation as applied to the same commodities in different sections; we find a great variation in the necessities that create freight rates; we find nowhere a confiscatory situation or one that prevents the free flow of commerce as between communities and between states. There is no difficulty in demonstrating this situation and there is no difficulty in proving this conclusion.

"I have here, just for the purpose of illustration, a statement made covering some fifteen or twenty articles of every day consumption or use in the United States. For example, it costs \$1.20, as I recollect it, to transport, as far as the freight rate is concerned, a box of oranges weighing 78 pounds from California to New York. It takes about \$1.29 to send a box of lemons, which weigh some six pounds more; it takes considerable less for a box of grapes, and about eighty-seven cents for a box of deciduous fruit that you get weighing around 50 pounds on the New York market. When it comes to articles of immediate household use or immediate personal use, it costs about fifteen cents to move a pair of shoes from New England to San Francisco and about twenty-four cents to move a suit of clothes from New York to San Francisco. Taking in this immediate neighborhood the products that move into this city from outside territory, it costs about a quarter of a cent a pound to move the beef into San Francisco; it costs about one-eighth of a cent a pound to bring potatoes from Stockton to San Francisco; and it costs about one-tenth of a cent a pound to move flour between the same points. The loaf of bread that is consumed in the seven representative cities of the United States costs, on an average, as far as the freight transportation is concerned, about a half cent per loaf. The price to the consumer of such a loaf of bread is ordinarily nine or ten cents. I think it costs about a third of a cent a dozen to bring eggs from Petaluma down here. However, the point that is even more important, perhaps, in illustrating the point that I desire to make, is not only the relationship between the freight charge and what you have to pay for these

articles, but the fluctuation in the prices of these articles on the retail market.

"I had a little study made of what these fluctuations were within one week during the period of 1924—within one week of the same market—and I found that the freight rates apparently had no influence whatsoever in the majority of cases upon the prices, the retail prices that you have to pay. The fluctuation in the New York markets for the same quality of oranges, within one week last year, was one and one-tenth times the total freight charges; the fluctuation in the price of lemons, in the same market within a week was one and six-tenths times the total freight charges. The fluctuations here in our home market, on these commodities

### Travel Tips Aid to Both Traveler and Company

**A**S showing the possibility of employees in the matter of procuring passenger business for our owning Company, the Southern Pacific, the excellent record for the past few months of J. E. Flathers, Roadway Clerk, will furnish a good example. Below is noted the recent business that was secured through travel trips supplied by Mr. Flathers:

Four tickets to Chicago.

One ticket (round trip) to Chicago.

One ticket (round trip) to Chattanooga.

One ticket to San Antonio.

Five tickets (round trip) to Marshalltown, Iowa.

The revenue secured from the above business amounts to a very considerable item and Mr. Flathers is to be commended for his splendid efforts.

This is an activity in which all of us can engage to the benefit of, not only our owning Company, but the persons contemplating journeys.

When it is considered that an Agent of the Company will call at the residence of the prospective traveler, supply all travel information, deliver ticket, make reservation and even arrange for baggage to be picked up or a taxi to call at a stipulated time, it is evident that the traveler is receiving a service that he cannot fail to appreciate.

What Mr. Flathers has done in the way of procuring business others of us can duplicate if we take advantage of opportunities afforded us from time to time.

which I have named, range from four to thirty-three times the entire cost of transportation. When your clothier up town marks down the price of clothes for an annual sale, the total transportation charges will not be equal to one-thirtieth, according to the statistics which have been given me, of the reduction that he makes in the price of clothes.

"These items are given merely as illustrative of the situation and to bear out the premise that there is nothing excessive, nothing prohibitory, nothing restrictive to the commerce of the country in the freight rates that are now established.

"We can even take the coal that is moved from Utah, with a freight charge of six dollars a ton, and we find a variation of market prices within a week of two dollars a ton, or one-third the transportation cost. I could give many other illustrations.

"This leads us to the conclusion that it is no great burden upon the people of this country to protect themselves by maintaining such freight rates and such passenger fares as will give an adequate return upon the property investments of the owners of the railroads and that will enable them to make the further investments that are necessary to keep us moving on."

### DR. LOUIS WEBER PASSES

The passing late last month of Dr. Louis Weber, father of our Chief Surgeon, W. L. Weber, occasioned deep sorrow among the many of our ranks who had the pleasure of knowing him in life. His death followed an illness of several months on January 28th.

In addition to being recognized as one of the foremost practicing physicians in this city, where he followed his profession for twenty-two years, Dr. Weber won recognition as an expert alienist, he having been called upon to give testimony in some of the most notable criminal cases in Southern California.

Dr. Weber was a Shriner and Scottish Rite Mason. Three daughters and Dr. W. L. Weber survive him.

### LOSSES BY THEFT DECREASE

Claims paid to shippers by the railroads during the first six months of 1925 for loss on certain commodities in which theft has always been one of the major causes, were more than 36 per cent less than during the corresponding period in 1924 according to reports received by the American Railway Association for the various carriers.

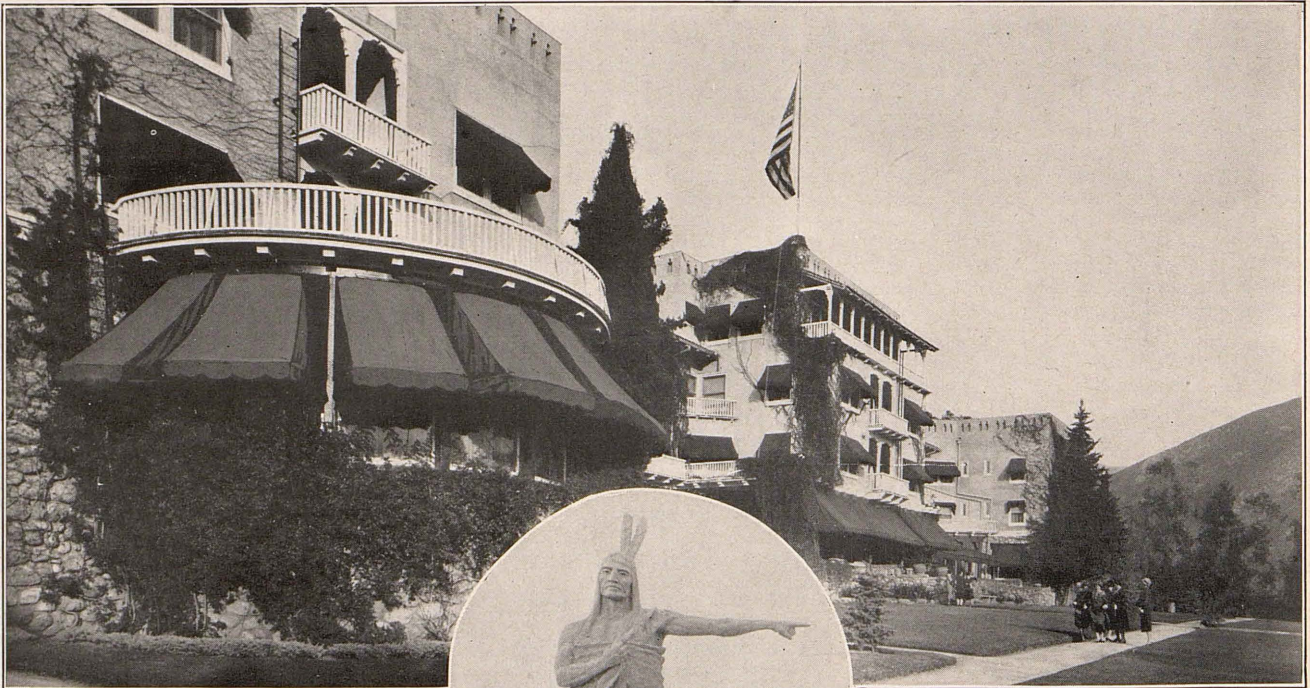
A street car collided with a milk cart and sent can after can splashing into the street. Soon a large crowd gathered. A very short man coming up had to stand on tiptoe to see past a stout woman in front of him.

"Goodness!" he exclaimed, "what an awful waste!"

The stout woman turned around and glared at the little man and said testily:

"Mind your own business!"

## HEALTH GIVING WATERS LURE OF TAVERN



**A**T THE base of the great natural Arrowhead in the San Bernardino Mountains is a spring boasting water pure enough for any elixir of life. For years it was a problem to convey this beverage to thirsting Angelenos, but the Pacific Electric came to the rescue with the suggestion of utilizing tank cars. As a result the Arrowhead Springs Corporation now uses ten "glass lined" tank cars to "move" the spring daily to Los Angeles over our line. A total of 630 cars was handled during 1925.

Our spur running to the Arrowhead Springs Hotel thus makes available the natural advantages of the spring to thousands of Los Angeles residents who keep a bountiful supply in their homes.

On this property, owned by the Arrowhead Springs Corporation, is a famous tavern which has again opened its doors to the Southland. The hotel, located in the center of perhaps the most famous watering Spa in America—seven miles from San Bernardino—was originally constructed in 1914. In the beginning it was visited by guests from far and wide who knew of its happy surroundings and the world famous steam caves, hot spring baths and sparkling mineral waters. Then came the war and during that time the hotel was given over to the government as a sanctuary for wounded and disabled soldiers who needed the rest and recreation that this spot affords.

Recently the entire property was purchased by a syndicate of prominent Los Angeles capitalists among whom are David Blankenhorn, Herbert Fleishhacker, William Gibbs McAdoo, D. M. Linnard and Charles G. Anthony. The hotel has been completely



Remodeled throughout, the Arrowhead Springs Hotel, is fast becoming the mecca of health and rest seekers of Southern California. Its remedial springs are known far and wide for their health restoring qualities.

remodelled and many new attractions have been added surrounding it. A new bath house has been erected in which are taken the famous steam and hot mineral baths. An outdoor swimming pool has also been built and it is predicted that many champion swimming events will be held there. New bridle trails have been cut through the many picturesque hills which surround the hotel, and riding stables have been built to shelter a fine collection of horses. There are also many new and interesting hiking trails which offer the hiking enthusiast new opportunities to view the broad expanse of snow-capped mountains leading up to Lake Arrowhead, and also looking out over San Bernardino and the entire valley.

This new Arrowhead Springs is rich in historical value inasmuch as it was perhaps one of the first landmarks of Southern California. The great natural arrowhead emblazoned on the mountains behind the hotel points di-

rectly to those springs from whence the resort gets its name. Years ago, even before the white man invaded this territory, it is said that the Indians used this great natural arrowhead as a landmark to direct them to the famous springs.

### NEW MOTOR COACH LINE

On Monday, February 1st, 1926, a new bus line operated by the Los Angeles Motor Bus Company was inaugurated on Riverside Drive between Dayton avenue and San Fernando Boulevard and Allesandro street and Whitmore avenue and will be known as the "Riverside Drive Bus Line." The schedule provides for service approximately from 6 a.m. to 10 p.m., operating on a 15-minute headway daily.

The fare on this line is 10 cents and includes transfer privilege to and from Pacific Electric Edendale Line and to and from Los Angeles Railway "E" and "W" lines.

### Geo. H. Grace Honored

At a recent meeting of the Southern California Rod & Reel Club, our associate, George H. Grace, was elected a life member.

This is the second such honor to be conferred by the Club in its twenty years of existence. Mr. Grace has been a member of the organization since 1914 and has served as Secretary since 1916, his able services in that capacity being the cause of the distinction shown him.

"Ah, we doctors have many enemies in this world."

"Yes—but more in the next."

# THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 10; No. 9

Feb. 10, 1926

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

**L**OOKING back down the years, during which time our railway has been one of the greatest factors in the building of Southern California and having witnessed the development of all forms of transportation, we have no doubt asked ourselves, "What of the future?"

We have been told that "futures are judged by the past," and upon this we can predict many things, and the prediction would indeed be hopeful.

First, it must be granted that before the present active, industrious Southern California became what it is, this railway began and pioneered the way for the inhabitants to be. Steel rails were laid into undeveloped country and the machinery of commerce and transportation prepared and started in advance of demands for its use.

The plans of its owners have always anticipated the needs of its patrons and its progress as an industry kept pace with the increasing growth of its territory.

Times without number its fortunes have been none too pleasant to contemplate because of sporadic inroads made into its revenues by unjustified, needless competition—the paralleling of its lines by another transportation medium.

The last few years have been a proving time, and while the problem is yet incomplete, the answer is almost written, and the ability and willingness of the railway to care for all transportation needs, proven. The time is not far distant when each form of transportation will be assigned its proper field of usefulness. We shall see transcontinental transportation matters handled by the great steam system; arterial metropolitan service given over to the electric, and flexible motor coach units feeding the main electric highways of the cities.

Order must be brought from semi-

## Advancement

**I**T ISN'T always easy to advance beyond the other fellow. He also is "on the job" and working for advancement.

But we all know that the fellow who continuously work swith a will to get ahead—who is intensely in earnest—WINS.

He gradually becomes more efficient.

His very work TELLS.

It may take time, but all things worth while require patience and persistence.

It is not just "getting through the day" that increases a man's efficiency. It's THINKING and making each minute and movement count.

Facts will always persist.

Facing facts will help the entire organization to advance—individually and collectively.—Selected.

chaotic operation and in due time the operation all assigned to men who know because of their long transportation service training.

The patrons of the railway—the public itself—are more and more recognizing the fact that the sole commodity they have for sale is service, and that impediments placed in the way of service progress must inevitably react upon the patrons.

Proof that our railway will do its utmost to better its service is reflected in the enormous outlay it has already made and stands ready to make to the end that hazards to its patrons may be minimized, comfort to them increased and time necessary to make a journey of a given number of miles shortened.

Scenes may shift from tentative plan to plan put forth by theorists, but ultimately the public to be served is going to recognize the good intent of the railway to serve and that public is even to-day making known its desires to those who govern.

The millions we serve annually have the right to be heard. Theirs is the prior right to service. The railways have offered the immediate relief to their needs, as well as for their future necessities and they will be served.

The employee of our Company who today is devoting his life to service may indeed look upon the future without misapprehension. To serve others as we are doing is honorable and reward for that service is sure.

What better can we do with our lives than to devote them to a service so essential to human happiness and welfare? We make it possible for him who labors within the walls of the city to rest and recreate in the open, under the sunlight; we take the product of him who toils that others may have food and distribute his product to them that need. We carry those who seek other scenes, either from necessity or desire, at a cost not approached by others.

Day by day, sunshine or shower, we

Every Week is "Courtesy Week."

## EXCELLENT SAFETY RECORD MADE BY S. P. COMPANY

"It is safer to travel than stay at home," said R. J. Clancy, assistant to the general manager of the Southern Pacific Company in announcing last month that the Pacific Lines of the Company are entering their seventh consecutive year without fatality to a passenger in a steam train accident.

Since November 30, 1919, more than 260 million passengers have been carried safely nearly nine billion passenger miles over these lines.

This is equivalent to carrying more than twice the total population of the United States a distance of 40 miles. It establishes a factor of safety indicating that one may travel the equivalent distance of 360,000 times around the world without danger or loss of life in a steam train accident.

## EMPLOYEES IN HOSPITAL

Ten employees, the largest number to be confined at one time in recent months, were patients of the Pacific Hospital, 1329 So. Grand Avenue, as the Magazine went to press. The unfortunate ones are:

J. Cleary.....Trainmaster  
L. D. Rich.....Eng. Dept.  
Thos. Johnson...Sub-station Operator  
F. E. Woodward.....Conductor  
Mrs. A. B. Smith.Clerk, Auditing Dept.  
S. Syllmon.....Janitor  
L. McIlwain.....Traffic Officer  
Carl Rudder.....Car Clerk  
Angelo Paulos.Sub-foreman, Eng. Dept.  
Margaret Newman.....Car Cleaner

Words of cheer will do much to restore our ailing fellow workers and their friends and associates are urged to make it a point to pay an occasional visit to the hospital.

## Population Statistics

According to the latest figures available, there are but five cities in the United States having a population in excess of 1,000,000.

Next, there are nine cities whose population range between 500,000 and 1,000,000.

There are 62 cities having a population between 100,000 and 500,000, and 74 cities ranging between 50,000 and 100,000.

Next in line is the city having a population ranging between 25,000 and 50,000 of which there are 141.

There are 462 towns having populations between 10,000 and 25,000; 6,164 towns between 1,000 and 10,000; 13,623 towns between 250 and 1000; and 32,748 towns having a population of less than 250 people.

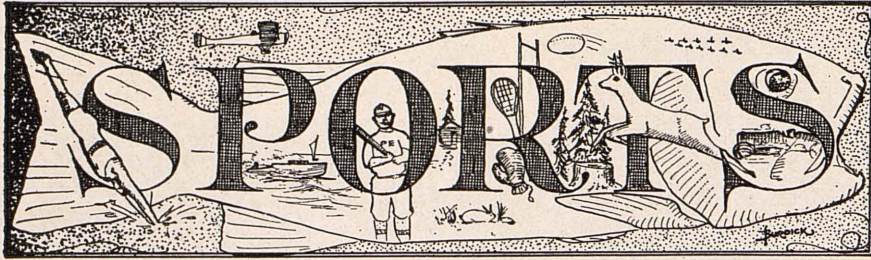
## Discounted

"Abie, I'll gif dis life quart a dollar. He safed your life, yu' know."

"Yes, but Rachel, I was half det ven he pullt me out. Gif him only 50 cents."  
—Capper's Weekly.

constantly serve and are glad to be useful and our efforts are being more and more recognized and appreciated.

Yes, our future is bright!



## Las Vegas Trip Proves Thriller

### Two Hundred Sportsmen In Jaunt to Nevada Enjoy Two Days of Lively Sports

*The accompanying story by Max Schuring relates the details of the P. E. Rod & Gun Club's trip to Las Vegas last month.*

ON SATURDAY afternoon, Jan. 16th, a conglomeration of voices echoed through the large lobby of the Central Station at Los Angeles as approximately 300 eager sportsmen from the Pacific Electric Rod & Gun Club and the Union Pacific Athletic Association, Las Vegas bound, awaited the call of "All Aboard." After Charlie Hill had properly tagged each member of the big party, designating the car and berth in which they were to be packed and shipped, the bunch posed for a few pictures, and boarded the train.

Upon finding our respective berths, things quieted down as our train wound its way out of town and along the foothills towards the land of promise. There were five carloads of hunters, two from the Union Pacific, and three from the Pacific Electric. The big Union Pacific Band was with us, and livened up the trip considerably, nobly assisted by our own "Agony—, no, pardon me, "Harmony Trio." Another entertainment feature was a bunch that could sing, and an even larger bunch that just thought they could. Also, Dr. Weber had loaned us his portable radio, which is certainly a dandy. However, we can't forgive Doc for not going along to operate the darn thing, as all Gonzales was able to get was the animal store on Main Street, or one of the Dog and Cat Hospitals on Sixteenth Street, and sometimes the siren of the Los Angeles Police Department's "Covered Wagon."

It is difficult to describe fully all the funny little incidents of the trip, but it was about one o'clock the first night when the last of the revelers retired.

About 5:30 A. M. some of the "maybe stronger-willed, but surely weaker-minded" went through the cars shouting "All out for Las Vegas and breakfast." Well, I just murmured some well-meant wishes and crawled out of the top drawer where I had parked for the night. After enjoying breakfast some at the "Bohemian Cafe," and some at the "Overland Hotel," we formed a procession led by our Committeemen, and the band, and marched four-abreast up Main Street, where

moving picture men were stationed, and also the entire fire and police departments of Las Vegas, (nice fellows,

#### All Was Not Well in Upper Berth Seven

AS THE Coast-bound train sped on through the night, a peaceful calm had settled down upon the occupants of the Pullman, and deep silence reigned. It had been a wonderful trip and now had come the end of a perfect day, enjoyed by all. "One of the party" had retired to his upper berth at a reasonable hour, and was sleeping in a carefree way. He should worry. He had taken part in the parade at Las Vegas and watched the trap shooters knock the clay pigeons galleywest, etc. He had ridden on the locomotive en route to the rabbit hunt, and had enjoyed a bloody afternoon shooting jack rabbits and cotton tails.

And to crown the day's pleasures, he had more than satisfied the inner man with the bountiful dinner set before the travelers at Kelso.

And so at last to rest while the train hurried on through the night. Midnight had come, just as it always does, when without warning came a piercing yell; "Help! Help! Take me down." Wild commotion in the car, everyone chattering like a lot of Guinea hens, accompanied by the incessant call for "help."

The disturbance was eventually located in the upper occupied by "one of the party," and a hurried investigation revealed him kneeling on the edge of the bunk, one hand clutching the ventilator in the roof of the car, and one arm wrapped around the curtain pole. He was grabbing everything and everybody in sight.

A vigorous shaking brought him out of an attack of nightmare, and peaceful silence reigned again, while the train sped on through the night.

both of them) and then started for the Fair Grounds where the Blue Rock Tournament was to be held. Official report of the shoot you will find elsewhere in the Magazine.

At one o'clock everybody was back at the cars and ready to leave for Chase, where the rabbit hunters unloaded and the big drive ensued. Several of our hunters strayed away from the crowd, and as a result were left behind and had to be picked up by No. 3, to join the rest of the party at Kelso, where the bunch had refueled with an excellent chicken dinner at the filling station in the depot. A large number of the live ones and their ladies held an impromptu dance in the club room under the waiting station, the Union Pacific band furnishing music for the occasion. At 9:30, No. 3 pulled our five cars out and we were headed for Los Angeles, where we arrived at 7 A. M., everybody tired but happy after the greatest trip in the history of the Rod and Gun Club.

The only mishaps I heard of were:  
1. Our trapboy trying to test the hardness of his skull against the other wood in the trap. (He wore a bandage).

2. Our medico, entertaining a nightmare at about three A. M. and shouting "Help, untie me."

3. A lady staging a train wreck all by herself, which brought out Art Pabst in a brand new suit of pajamas (first he's even worn, bought especially for this trip) and our camera-man, O. D. Harris.

The trip was an immense success, although to some "stay-at-homes" it might seem a deuce of a long way to go for a chicken dinner and a measly jack-rabbit.

Now there is one more thing I want to say. I went to a revival meeting the other night, and the preacher there said the "devil had a trap set for us." Now all I hope is that the committee does not hear about this, because just think where we would have to go for our next shoot.

#### P. E. BALL TEAM MAKES FINE SHOWING IN WINTER RANKS

The Pacific Electric baseball team ended the first half of the Triple A League in a tie with the Harry Carey Indians of Saugus for first place honors, each of these teams having lost only one game during the initial round. Our rival lost their only game to the Pacific Electrics, while Pasadena Merchants was the only team that was able to take us into camp, and that was by a close score, after two or three bad breaks against us. It will be necessary for the teams in question to play off the tie, in order to determine who will play the winners of the second half for the League Championship. In all probability this play-off will be staged on Washington's Birthday, but definite arrangements have not as yet been made for it.

In the second half, the Pacific Electrics are tied with the Biltmore Hotel and Pasadena Merchants for the top notch position, none of the three teams having lost a game. It has been the tightest race ever held in a Triple A

League, and our team has certainly performed in fine style.

The big feature game between the Pacific Electric and Biltmore Hotel, the stage for which was all set at Wrigley Field on Sunday, January 31, had to be postponed on account heavy rain. Plans are now under way to stage this game at the same place on Sunday, Feb. 7th. The result of this game will not be available for this issue of the Magazine. These two teams played at Tournament Park, Pasadena, on New Year's Day, and the Electrics came out on the big end of the score, 8 to 2.

The scheduled game at Colton on Jan. 3 was called off at the last moment on account of inclement weather. On the 10th, Redondo was taken down the line, 9 to 5. California Petroleum was trimmed on the following Sunday by the score of 10 to 1, and Van Nuys was defeated Sunday, the 24th, by 4 to 1.

The Pacific Electric at the present time possesses the strongest nine in the history of baseball activities of the Company. Much of the success of the team has been attributed to the stellar work of Pitcher Dick Moudy, who reports back to the San Francisco Coast League Club in March for the 1926 season.

## Sportsmen Given Annual Club Prize Awards

**D**ISTRIBUTION of the most pretentious and valuable annual prize list ever offered by the P. E. Rod & Gun Club was the magnet which attracted a turn-out of some 200 at the Club rooms on the evening of Wednesday, January 13th.

This occasion being the annual "Ladies' Night" we were favored with the presence of a large number of the superior sex who joined in the festivities of the evening, and incidentally many a "friend wife" was seen in full possession of a coveted prize won by their respective "bitter" halves.

Action began with the calling to order at 8:15 p. m., George Grace, gracing the Chairman's post in the absence, due to sickness, of President Wiggam. After routine business matters had been shelved, Chairman Grace presented Mr. Pontius, who kindly accepted our proffer to rule as Master of Ceremonies in awarding the prizes.

In his usual jovial manner our Chief proceeded to call forward the prize winners, each being subjected to some witticism much to the individual's discomfort, but pleasure of the crowd.

Mr. Pontius supplemented his services with a brief, but enlightening, talk on the railroad's plan for meeting future traffic problems.

After some \$800. worth of prizes had been distributed to the lucky ones all hied to the gaily decorated banquet room where had been prepared by the Committee in charge of Mr. Getz a very tasty luncheon. In addition to jazzy music by the P. E. Orchestra, we were favored with several entertaining numbers. Jean Grieve, Whistler and Emet Garner, Pianist; "Bill Hamilton depicting the Charleston; W. J. Hodge and wife in comic song numbers and J. A. Birmingham in songs, all added to the pleasure of the evening by their clever renditions.

All seemed to enjoy themselves to the fullest and left for their homes with a feeling of an evening well spent.

The following shows the winners, their record and prize award:

### TRAP SHOOTING SECTION

#### 800 Target Classification

1st—B. F. Manley, percentage 92.25; model 12 Winchester shot gun.

2nd—H. Smith, 91.39; diamond stick pin.

3rd—F. L. Manley, 90.00; 11x11 ft. auto tent.

4th—J. L. Cowley, 88.50; 5-party Stanley lunch kit.

#### 700 Target Classification

1st—L. R. Spafford, 88.10; 6-party auto lunch kit.

2nd—W. J. Hodge, 86.93; 9x11 ft. auto tent.

3rd—E. R. Smith, 75.87; 6-party West Bend camp cook kit.

4th—A. B. McLeod, 68.21; case of trap loads.

#### 600 Target Classification

1st—L. V. Thompson, 84.33; auto lunch kit.

#### 500 Target Classification

1st—K. L. Oefinger, 90.00; 4-party West Bend camp cook stove.

2nd—A. O. Williams, 74.90; Wythe leather gun case.

#### 400 Target Classification

1st—J. M. Geopfert, 77.26; ½ gal. Stanley thermos bottle.

2nd—E. J. Hasenyager, 57.50; 4-party auto lunch kit.

#### 300 Target Classification

1st—D. G. Foil, 72.33; 2-party auto lunch kit.

2nd—C. J. McDonald, 65.00; 1-quart Stanley thermos bottle.

#### Largest Deer Heads

1st—A. C. Bowles, 4-prong, 10-20 in., pair 8 power binoculars.

2nd—D. A. Terry, 5-prong, 15-16 in., 3A junior camera.

3rd—L. V. Thompson, 4-prong, 17 9-16-12 5-8 in., model 92 Winchester Carbine.

4th—B. F. Manley, 2-prong, 12½-17½ in., Marbel's camp axe and hunting knife.

### FISHING SECTION

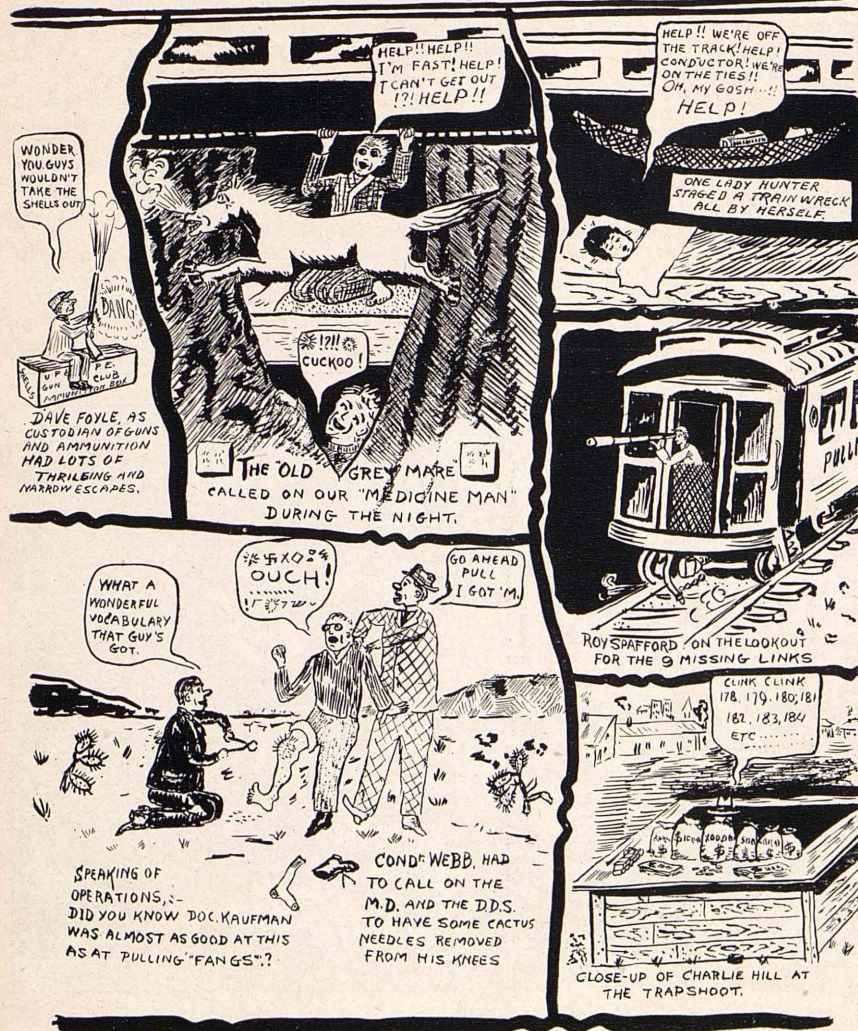
#### Largest Corbina

1st—K. L. Oefinger, 9-oz., spring butt rod.

2nd—J. W. May, 150-yd. free spool Neptune reel.

#### Largest Croaker

1st—K. L. Oefinger, 9-oz. rod, agate tip and first.



- 2nd—J. W. May, Coleman lantern.  
**Largest Yellow Fin**  
 1st—K. L. Oefinger, landing net.  
**Largest Surf Perch**  
 1st—J. W. May, 200 yds. surf casting reel.  
 2nd—K. L. Oefinger, 300 yds. No. 9 strand line.  
**Largest Catch on 9 Strand Line**  
 1st—J. W. May, 9 oz. rod, agate first and tip.  
**Largest Catch on Line Under 24 Strands**  
 1st—J. W. May, tarpon trolling reel.  
**Largest Salt Water Bass**  
 1st—J. W. May, tackle box.  
 2nd—A. M. Cross, 3-cell flashlight.  
**Largest Fresh Water Bass**  
 1st—J. W. May, 60 yd. free spool casting reel.  
 2nd—K. L. Oefinger, 100 yd. bass casting reel.  
 3rd—D. E. Porter, 100 yd. silk bass line.  
 4th—A. M. Cross, three basserinos.  
**Largest Lake Trout**  
 1st—J. W. May, South Bend Anti-Back-Lash Reel.  
 2nd—V. B. Radcliff, trout rod.  
 3rd—A. O. Williams, 100 yd. Takapart Reel.  
**Largest Stream Trout**  
 1st—J. W. May, trout rod.  
 2nd—K. L. Oefinger, leather bound creel and strap.  
 3rd—J. B. Rogers, fly book.  
**Largest Steelhead Trout**  
 1st—D. E. Porter, combination fly and bait casting rod.  
**Pacific Electric Camp Trout**  
 1st—C. C. Worley, trout rod.  
 2nd—Chas. H. Dyer, fly book.

### SHOOTERS PERFORM IN FINE FORM AT LAS VEGAS

Some excellent scores were made and fine sport enjoyed in the blue rock shoot by P. E. Rod & Gun Club shooters at the Fair Grounds in Las Vegas on the occasion of the visit of the club enmasse there last month.

Competition was keen as will be shown by the tabulation below of winners, their scores and prizes:

K. L. Oefinger, 1st prize..	48x50	\$5.00
F. L. Manley, 2nd prize..	46x50	4.00
L. R. Spafford, 3rd prize..	45x50	3.00
J. L. Cowley, 4th prize....	44x50	2.00
K. Thompson, 5th prize....	42x50	1.00
E. M. Hill .....	38x50	
W. J. Hodge .....	37x50	
A. O. Williams .....	36x50	
H. S. Bernard .....	36x50	
Mrs. Spafford .....	28x50	
Helen Spafford .....	28x50	
M. R. Ebersal .....	18x25	
Joe Rovai .....	19x25	

#### Doubles

F. L. Mouley, 1st prize....	17x24	\$5.00
K. L. Oefinger, 2nd prize..	17x24	3.00
W. J. Hodge, 3rd prize....	16x24	2.00
L. R. Spafford .....	15x24	
J. L. Cowley .....	15x24	
K. Thompson .....	15x24	
Joe Rovai .....	15x24	

Customer: "I want a quarter's worth of carbolic acid."

Proprietor: "Vell, dis is a pawn shop; but mister we have razors, ropes and revolvers."—Center Colonel.

### ORANGE SHOW PREPARING FOR BANNER 1926 EXHIBITION

San Bernardino is now fortifying herself to withstand the annual orange bombardment, which will be continuous from February 18 to 28, when the National Orange Show opens its gates to present its Sixteenth Exposition of the Citrus Industry of California to interested visitors, estimated to reach a total of 300,000 this year. The fortification activities consist of preparing the most ambitious program of instructive entertainment, and colorful displays yet attempted. The 100,000 square feet of floor space covered by the new, permanent Orange Show auditorium will be packed with citrus surprises.

In the citrus division, occupying the first half of the auditorium, an exotic East Indian Fairyland of unprecedented splendor is to be presented, built around the history of citrus culture dating back to the days of oriental monarchs and their palace groves of thousands of years ago.

There will be huge elephants in gay trappings, tall polychrome columns supporting a star-lit midnight sky, and sunset colors thrown from fantastic chandeliers to light up the golden colors of the citrus fruits used to build temples, miniature gardens, bridges, and towers. Many electrically operated moving exhibits all designed to add to the glory of the Orange and its Citrus Cousins in this annual pageant of California's Golden Crop will be displayed.

In the industrial and transportation division, practical demonstration of the "Tools of the Trade," such as box-making machines, irrigation systems, fumigation equipment, and many other ingenious mechanical aides will hold the attention of those directly interested in the actual production of citrus products.

Government and state experts will

conduct an intensive short course with practical demonstrations, in the latest methods developed to improve both quality and quantity of fruit by soil preparation, disease eradication, temperature control, fertilization, irrigation, budding, pruning and all the other important phases of citriculture.

Citrus by-products, a comparatively new division of the industry, will make an exceptionally interesting display this year, showing how such things as perfume, wines, vinegars, marmalades and jellies, washing powders, soaps, candles, and many other table delicacies and household necessities are now being produced on a profitable commercial basis from the culls and cuttings of the groves, which were formerly wasted on the dump heaps.

A crack military band will give concerts every afternoon and evening; renowned opera singers will give solo numbers, and famous New York "Follies" girls will put on, twice daily, a song and dance production to be known as the "Orange Show Music Box Revue."

Additional talent brought from day to day by the various civic delegations from all over the state will augment this regular program and there will be the famous "Orange Trail" where the carnival spirit will run riot on the "Golden Midway" and just enough of the circus atmosphere will be found to add zest to the day's outing.

It must be remembered that the National Orange Show is a non-profit institution which has endured and grown, solely through the efforts of public spirited citizens and industrious citrus men all over the state, working for the ultimate perfection of the citrus industry.

This Company will again vie for honors with a mammoth display, Advertising Manager Blyth now being engaged in working out the detail of this year's exhibit.



Arrival, three hundred strong, of Union Pacific and Pacific Electric sportsmen in joint outing at Las Vegas last month.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING AT P. E. CLUB

The January meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, January 6, at 2:00 P. M. The following members were absent: E. C. Fox, Jesse Hanselman, H. L. Legrand, V. Swartz, B. Schermerhorn, J. R. Hamilton, Fred Guenette and W. A. McCammond.

### Club Fund

Balance, 12-1-25 .....	\$ 596.82
Receipts .....	1,089.00
Total .....	\$1,685.82
Disbursements .....	1,170.19

Balance, 12-31-25 .....	\$ 515.63
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### Relief Fund

Balance, 12-1-25 .....	\$ 48.56
Receipts .....	669.00
Total .....	\$ 717.56
Disbursements .....	445.00

Balance, 12-31-25 .....	\$ 272.56
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### Unfinished Business

Mr. Manley stated that the work on the Trainmen's Room at Pasadena is nearly completely and in a few days the Trainmen will be in possession of their rooms at that Terminal.

A discussion again arose concerning the Mortuary Fund, and the Club President, Mr. Lavell, appointed the following men to convene with him to work out some rules and regulations concerning the same: Messrs. Manley, Kuck, Covell and Thorburn.

Mr. Vickrey read the following facts concerning the Group Insurance:

"Since our group insurance plan has been in effect seventy-five employees carrying insurance have died.

"Amount of insurance carried by these employees amounts to \$107,000.00 which has been paid to beneficiaries.

"The amount of \$15,099.35 has been paid to employees receiving disability benefits.

"The following is a comparison of 1924 statistics compared to 1925 as of December 31st.

	1924	1925
1. Amount of insurance carried by officers and employees .....	\$9,285,250	\$9,471,205
2. Number of employees insured.	5,589	5,514
3. Total premium paid by the Company .....	\$56,184.71	\$59,141.71
4. Total premium paid by officers and employees	\$51,985.15	\$57,498.28

"Thirty-two employees died who were members of the Mortuary Fund. The total amount paid was \$31,071.45."

### New Business

Mr. Spencer asked for an entertain-

ment to be given for the employees at Sherman and was promised one as soon as the necessary arrangements can be made.

Mr. Allen, after careful checking, has found sufficient employees near and in Redondo to justify an entertainment for the Company's employees at that place and a date will be given in a very short time.

All the Executive Committeemen who represent the Mechanical Department at Torrance requested that immediate work be started on the preparation of the base ball grounds at Torrance. Mr. Vickrey promised to visit Torrance the first of the week to see what may be necessary to do in order to get this work started.

Mr. Mayfield brought up the matter of each deduction slip being dated and after discussion it was decided that such was up to each department. However, the matter can be satisfactorily settled if all errors or corrections are taken up with the timekeeper of each department.

Several Committeemen by special request extended to the Club many thanks for the Christmas baskets which were delivered to the sick at the holiday time. Some five hundred stockings were prepared by Miss Karr and Miss Peterson of the Engineering Department which were distributed to the Mexican children of the Engineering and Store Departments. Much in the way of toys and clothing was also distributed. Miss Karr and Miss Peterson can use toys and clothing during the year and will be glad to receive donations at anytime.

## Employees Annual Ball Planned for Feb. 25

**T**HE Annual Ball, which the Pacific Electric Club always gives to its members sometime during the winter months, will be held in the ball room at 1024 South Grand Avenue, Los Angeles, on Thursday evening, February 25, 1926.

This is the same hall in which the Annual Ball was staged last year and those who were present on occasion remember the excellent dance floor and the most enjoyable time had by all.

It is desired that each and every Club member make a special effort to spread the news of this big event.

The "J" and the "M" yellow cars pass the door of this Ball Room, while those alighting from the Vineyard or beach cars need but walk over a few blocks from Hill Street.

Every Week is "Safety Week."

## LARGE CROWD ATTENDS CLUB MECHANICAL DEPT. NIGHT

Mechanical Department employees staged the most successful departmental dance to date at the Pacific Electric Club on the occasion of their featured dance, January 28.

This event had been looked forward to for some time by the various members of the Mechanical Departments and they proved their enthusiasm in the number which appeared at the ball room to enjoy the hospitality of the Club.

The most enjoyable feature of the evening was an "Old Fashioned Waltz Contest" in which several well known men of the department took part. When the contest was announced the floor was crowded with contestants and out of this large number the three judges selected ten couples who were again asked to engage in a contest, when three couples were selected.

Again these couples contested and the judges finally decided on two couples as winners of the first and second prizes which had been purchased for this event. The couple who won the first were Mrs. Geen and J. W. Houghton, and the winner of the second prize Mr. and Mrs. F. E. Geibel. This is considered the most successful contest of the recent months.

## BIG EVENING AT SHERMAN PLANNED FOR EMPLOYEES

On the evening of February 17, 1926, there will be an entertainment given for the employees of the Company who live in Sherman, Ocean Park, Sawtelle, Venice and surrounding territory.

This is the first time that an entertainment has been given for employees in this district, and it is desired that all who live in adjacent vicinity make an effort to be present.

Dancing will be the main attraction of the evening, while special favors and light refreshments will be dispensed freely.

The entertainment will be held in the Marquis Hall, which is located at the corner of Doheny and Melrose avenues in Sherman and is only a short walk from either of the Pacific Electric car lines.

## DANCING CLASSES POPULAR

The dancing lessons which are given free to Club members each Thursday evening from 7:30 to 8:30 p.m., are proving to be most popular. In fact, the ball room each week is well filled with those who wish to perfect themselves in the steps of the modern dance.

Students may enter at any time and take as many lessons as are desired. There is no age limit and the older folks are just as welcome as the younger set.

At the present time the Los Angeles Terminal Freight Shed is the best represented of any department of the Company, as the men from that department, led by their foreman, O. C. Black, are weekly taking advantage of these lessons and feel that their time is well spent.

**Wednesday, February 10:**

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

**Thursday, February 11:**

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

**Saturday, February 13:**

Annual Banquet of the Agent's Association.

**Monday, February 15:**

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

**Tuesday, February 16:**

Northern Division Safety Committee meeting, 2:00 P. M.

**Wednesday, February 17:**

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

**Thursday, February 18:**

Dance in Ball Room at Club, 8:30 P. M., featuring all Electrical Departments.

**Friday, February 19:**

General Staff meeting, 10:30 A. M. Vaudeville at Club, 8:00 P. M.

**Monday, February 22:**

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

**Thursday, February 25:**

Annual P. E. Ball to be held in Ball Room, 1024 South Grand Ave. See article in Magazine.

**Monday, March 1:**

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

**Wednesday, March 3:**

Executive Committee, 2:00 P. M.

**Thursday, March 4:**

Club Dance in Ball Room at Club, 8:30 P. M., featuring all Transportation Departments.

**Friday, March 5:**

Vaudeville at Club, 8:00 P. M.

**Monday, March 8:**

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

**Tuesday, March 9:**

Masonic Club meeting, 7:45 P. M. Southern Division Safety Committee meeting, 2:00 P. M.

**Wednesday, March 10:**

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

**OFFICER CROSSING VICTIM**

The loss of a foot was the sad and unfortunate accident suffered by Ira McIlwain, Traffic Officer employed by the Company at Slauson avenue and Long Beach Blvd. on the evening of Jan. 31st.

The deplorable accident occurred when McIlwain, while performing his duty, was struck by a motorist who evidently was oblivious to either the approach of a train or the officer's presence at the intersection, signaling him to stop. Knocked down by the automobile, McIlwain had his foot crushed by a passing outbound San Pedro-Dominguez train, although Motorman H. D. Raub succeeded in reducing his speed to five miles per hour at the time accident occurred. The motorist sped on without stopping to render aid.

Removed to the Pacific Hospital it was found necessary to amputate his left foot. Reports from the hospital indicated that Mr. McIlwain was withstanding the ordeal bravely.

**The Why and Wherefore  
of Correct 4218s**

By Willis M. Brooks

**W**HAT makes the world go round? The scientist answers in technical terms that we cannot understand. The fundamentalist says "God" and the evolutionist counters with "Evolution." Adonis howls, "Love does it," but the materialist comes back, "Cash makes her move." Cash, money, mazuma or whatever you want to call it, is certainly a driving factor in world affairs. America has it. Europe wants some. We want more, and the Banker says, "Try and get it."

History, from the earliest chronicle to the present time, has been a record of strife for power as represented by cash or its equivalent in territory. Current history will tell of giant commercial organism. Commerce, today, just about moves world affairs. Commerce is an exchange of commodities. The exchange of commodities is entirely dependent upon the ability of the producing territory to transport its excess to that territory having a deficit in such commodities.

Where transportation is limited, commerce is limited.

The vast transactions of modern commerce require an elaborate system of banking to handle its accounts.

In early colonial days merchants acquired their profits as much by trade as by sale for actual cash. When cash was shy they would exchange goods, giving the purchaser the merchandise he needed and accepting the products of the purchaser, such as tobacco, grain, etc., in lieu of cash.

As commerce grew and extended its scope, however, currency, as the medium of exchange, became more and more necessary until, as at present, it is universally used.

In railroad circles, a requisition or form 4218, replaces currency or money as the medium of exchange. The Purchasing Agent buys certain needed commodities, paying for them in cash, and turns the material over to the Store Department, under the care of a storekeeper. The storekeeper is heavily bonded and is held strictly accountable for the material entrusted to his care. He holds the material for use of the various railroad departments in maintaining the operations of the railroad. In place of cash he accepts a requisition or "4218" as it is generally known, for the material he gives out. The 4218, to the storekeeper represents "cash" and is the medium of exchange for which he "sells" his merchandise.

A 4218, having been "honored" or filled at the store, travels a long and devious road to its final resting place. (If it has a resting place.)

A record of the transaction is noted on the "stock sheets" of the store clerk and the 4218 is passed to the price clerk, who determines its value according to the invoice cost of the merchandise. It is then placed in the

**HERO MEDAL AWARDED TO  
SON SUBSTATION OPERATOR**

The honor of having been the recipient of a Carnegie Medal was bestowed last month upon Wayne Gilchrist, son of Robert Gilchrist, Substation Operator at Los Gatos.

Four years ago young Gilchrist showed his metal in the rescue of a 12 year old boy who seemingly was hopelessly beyond reach of human aid when caught in a rip tide at Sunset Beach. Himself only a boy of 15, he disregarded personal danger and after a hard struggle effected the rescue of the drowning one.

The award was made by the Carnegie Commission sitting at the twenty-second annual session and was in the form of a bronze medal. That Gilchrist's act must have been one of extreme heroism is witnessed by the fact that he is one of only three persons in California ever to be thus honored.

His father being a valued member of our ranks we salute and congratulate the young man.

**P. E. MASONIC CLUB NOTES**

The next regular meeting will be held at the Pacific Electric club quarters, Tuesday, February 9, 7:30 p. m.

A course in Masonic history is to be arranged at this meeting. All members of the Club should take advantage of this opportunity.

During January, the Club visited El Sereno and San Pedro Lodges and assisted in conferring the Master's Degree upon two fellow employees.

segregated pile of 4218's indicated by the "account chargeable."

After leaving the "price clerk" the 4218 is listed with many others of the same account chargeable and passed to the "verification clerk," with a transmittal slip showing the total debits and credits in the lot and the account receiving same, who checks the 4218 and passes to the Auditor.

Lack of information as to what use material drawn out on requisitions is to be put, often causes the verification clerk considerable embarrassment and allows erroneous charges to pass by undetected.

After leaving the verification clerk the requisition journeys to the Auditor's office. Here they are sorted and classified. The Auditor removes the transmittal slip and passes the 4218's on to the office of Mechanical Superintendent to be used in compiling unit and class costs of maintaining equipment.

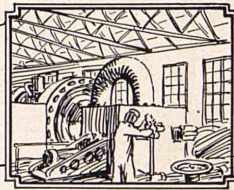
After all necessary information is abstracted from the 4218 it is returned to the Auditor, who has them bound into books about one inch thick and files them in the record department, where they are available for future references.

From the transmittal slips, the store department prepares department bills charging the various accounts with the value of material drawn out and used for such accounts. The Auditor receives these department bills and makes the necessary entries in the company's books.





## SHORTCUTS ON THE JOB



### The Law of Averages

**C**AN you determine the proper average of a set of figures representing the results of certain operations or numerically denoting specific conditions? Many of us think we can, but are we doing it properly? L. H. Appel of the Electrical Department is the author of the following which outlines the correct methods of determining averages:

There are various classes of averages and unless the given conditions are carefully analyzed and the proper method used, we are likely to obtain inconsistent results and arrive at illogical conclusions.

The principal and more familiar classes of averages are the arithmetical, weighted, algebraic and geometric.

The determination of averages is of great importance in the industrial, commercial and scientific world, in order to reduce large and unwieldy numbers and complex statistical statements to simple comparable figures.

We speak of the average temperature, rainfall, bank clearings, our own average monthly earnings, the average daily power load. In manufacturing, we are interested in the average daily output, the average output per month, and other averages affecting production. In short, there are innumerable deductions to be arrived at through the means of averages, and every activity appears to have some governing average.

Averages are fundamental in the determination of empirical formulas met with in engineering practice; empirical formulas being derived from averages. An entire branch of science of mathematics is devoted to the law of averages—that of “least squares,” an important tool of the astronomer and civil engineer.

The arithmetical or common average, with which we are all familiar, is the total sum of comparable quantities divided by the total number of units.

The weighted average is a modification of the arithmetical average, and provides for giving each unit its relative value in comparison with other units considered in the same computation.

This is done by multiplying each quantity by its weight, finding the sum of the products, and dividing. Example:—

What is the average tire mile life of the following tires which failed as indicated: 25—32x6” tires failed at an average life of 12,000 miles; 30—34x5” tires at 14,000 miles; 60—35x5” at 13,500 miles and 180—36x6” at 15,000 miles?

Size	Relative Weight	Weighted Product
32x6	(25)	300,000
34x5	(30)	420,000
35x5	(60)	810,000

### Expanse of Our Roadway Structures Seen in Figures Given

**A**S SHOWING the scope of Pacific Electric operating equipment in way and structures, the following, recently compiled, is enlightening:

230 miles of operated track, paved street construction.

930 miles of operated track, open construction.

Over 3000 track switches and derrails.

275 track bridges.

28 overhead highway bridges.

62 miles of track protected by automatic block signals.

28 interlocking plants.

Over 440 automatic flagmen at road crossings.

36x6 .....(180)      2,700,000

Total .....295      4,230,000

Weighted Average =  $\frac{4,230,000}{295} = 14,338$  miles.

The geometric average is a number which when substituted for each of a series of given numbers, leaves the product of all the numbers unchanged. The geometric average or mean is of prime importance in forecasting future operations based on past performances. While it is necessary to use logarithms to compute the geometric average, any one whose work necessitates dealing in averages, should be familiar with the method, which is best illustrated by an example. Example:—

The average monthly power load of an electric railway for each year from 1919 to 1924 expressed as a percentage of that of the preceding year, assuming the load for 1919 as 100 per cent was as follows: 1920, 103; 1921, 105; 1922, 108; 1923, 110; 1924, 92. Determine the uniform yearly increase in per cent which will give the same per cent of increase of 1924 over 1919 when applied year by year.

Solution Let  $(1+x)$  = Represent the per cent.

Then  $(1+x)^5 = (1.03)(1.05)(1.08)(1.10)(.92) = 1.18203$ .

$(1+x) = \sqrt[5]{1.18203}$

$(1+x) = 1.034$

Geometric mean = 103.4% Average increase per year.

Each of the unequal increases in the series may be replaced by 103.4% and give approximately the same product.

The algebraic average is computed the same as the arithmetical but takes into account the algebraic sign of the

### CARRIER'S PROPOSED PLAN (Continued from page 4)

the regulatory bodies and the work would be completed within one and one-half years.

The Presidents of the steam lines have signed a joint statement and the President of the Pacific Electric Railway has signed a statement promising that the carriers' plan will be carried out at once if the regulatory bodies will grant the necessary permits, without calling upon the tax payers of the city or county of Los Angeles or the public in any way for one dollar. The work will be done at the expense of the railroads alone.

### EXPRESSIVE RAILROADER

One of the picturesque features of railroading is the terminology used by railroad men themselves to describe things which are known to the traveler in altogether different language.

Here is some of the railroad man's patois:

The railroad engineer is known variously as “eagle eye,” “hog-head” and “throttle puller;” the fireman as “diamond pusher” and “tallow pot;” brakeman, “shack,” “ground-hog,” “fielder,” and “car catcher;” yardmaster, “switch hog;” yardmaster's office, “knowledge box;” yard clerk, “number grabber;” railroad clerk, “paper weight;” track laborer, “jerry” or “snipe.”

“Locomotives are “mills” or kettles;” the heaviest type of engine, “battleship;” lighter type, “hog;” passenger car, “varnished car;” observation Pullman car, “rubberneck car;” box car, “side-door Pullman;” steel coal car, “whale belly;” refrigerator car, “reefer;” freight caboose, “dog-house” or “buggy;” pay car, “band wagon.”

Switching is “shuffling them up;” if three cars are to be cut off, you might “amputate three,” “saw three,” “hand me three,” or “scuse-three.”

To cool a hot box is to “freeze the hub;” to set the brakes, “anchor them;” to set the emergency brakes, “wing her;” the roadpatch on the side of the track is the “grit” and to have to jump is “hitting the grit;” missing a meal is “flying light;” to leave the service, “pull the pin;” to quit for the day is to “pin for home.”—U-loy News.

### Fair Enough

An impecunious tenant had not paid the rent of his room for several months.

“Look here,” said the landlord, “I'll meet you half-way. I am willing to forget half of what you owe.”

“Right. I'll meet you. I'll forget the other half.”—B.

quantities, that is, whether they are positive or minus values. Example:

To find the average temperature where five readings were taken, the readings being 80, 50, 60 — 40 + 00.

The average is the algebraic sum (+15) divided by the number of readings (5), or +30.

There are various other special cases of averages, but those referred to are the more common ones in everyday use.



## NEWS FROM HARBOR DISTRICT

By J. M. McQUIGG,  
Agent, San Pedro.

The Str. J. R. Gordon, of the Union Sulphur Line, docked at the Outer Harbor on December 14th with a cargo of 8400 tons crude sulphur, consigned to the General Chemical Company at El Segundo.

This cargo was discharged in a period of a little over three days, making a total of 147 carloads, with considerable revenue to this Company.

The sulphur comes from Sabine, Texas, and is used for oil refining purposes, also for the manufacture of other chemicals in the process of various grades of oil refining. In addition a large bulk of it made into sulphuric acid. Sulphur is possibly the easiest commodity to handle which comes in to this port, and also the most profitable from a revenue standpoint. We average one cargo of approximately 8000 tons every 90 days.

Construction work has started on the new transit shed, dock 230 A and B, Terminal Island. This will be the fourth transit shed on Terminal Island, and is served by the Union Pacific. The shed is to be 120x1000 feet long, one story and very similar to the other transit sheds on the island.

The Harbor Department is also working on the Pier at dock 228, which will be between the new transit shed on 230 and the Hammond Lumber Company. These docks on Terminal Island are the best and latest design constructed in the harbor, and are handling a large volume of the tonnage in and out of the harbor.

There is considerable activity at the Los Angeles Shipbuilding & Drydock Company located in the West Basin. Several small ships and one oil barge are to be constructed at once. Dredging for the new loading dock of the Union Oil Company at North end of the West Basin is practically complete.

The American Salt Company are starting operations on the construction of docks and plant at the Watchhorn basin in the Outer Harbor Dock & Wharf Company property. Crude rock salt will be shipped from the West Coast of Mexico by boat. The Company intends to manufacture a fine table salt and also common rock salt. This company has manufactured salt in old Mexico for a number of years and this is their first plant located in this country. We hope to receive some business from them when their plant gets under way.

The Swayne & Hoyt SS Company,

which is at present operating a line of boats from East Coast and Gulf Points to Pacific Coast Points, and also the Brazil-Argentine Line from eastern points in South America to Pacific Coast Ports have leased Berth 57 at Pier 1, and will be ready for handling ships there about the first of February.

This will be the first large steamship company with a considerable number of boats docking at Berth 57 since the Luckenbach Line docked there from 1920 until the spring of 1924.

Switching will be performed by the Pacific Electric and practically all the cargo brought into the port by these two lines of boats will move out of the Port by Pacific Electric, and should mean some increase in tonnage for this company.

### No Bricks, Please

Fred—What is the difference between a trolley car and an orchestra?  
Ned—I dunno.

Fred—A trolley car is run by a motorman and an orchestra by a conductor.—Trans. News.

## ANNUAL BANQUET OF AGENTS SET FOR FEBRUARY 13

Arrangements are under way for the Fourth Annual Dinner of the Agent's Association which is scheduled to be held Saturday evening, February 13th, at the Los Angeles City Club, 833 South Spring Street, Los Angeles.

This is the yearly event to celebrate the winning of the Attendance Contest, which for the year 1925, was won by the Northern Division. Agents and Assistants on that Division will be furnished admission tickets free. Besides the usual "eats," there will be a program of pleasing entertainment and a good time is assured all those who attend the dinner.

H. O. Marler, Chairman of the Entertainment Committee, has issued a bulletin to Agents, in which full details are given and every effort is being made to get out as many of the Association members as possible. Last year the attendance was about 150 and it is hoped that this number will be exceeded this year.

All Agents and Assistant Agents are asked to keep the date in mind and send in their reservations promptly in order to insure sufficient accommodations being provided.

## TIP ON MOVEMENT OF SHELLS BRINGS COMPANY REVENUE

Some very worthwhile freight business was secured last month through the thoughtful action of Robert Gilchrist, Substation Operator at Los Gatos, whose initiative resulted in business that otherwise would have gone to a competitor.

Observing motor trucks hauling sea shells from an excavation near his station, Mr. Gilchrist immediately notified Electrical Department headquarters. The tip was transmitted and a Traveling Freight Agent immediately got in touch with the proper parties. As a result a car load of shells was shipped via Pacific Electric and the shipment of a thousand tons for a near future date is also a likelihood.

Freight Traffic Manager Day in a letter to Mr. Anderson highly commended Mr. Gilchrist's alertness and interest in the company's welfare.

### A Lesson in Spacing

When he first came to see her,  
He showed a timid heart,  
And when the lights were low,  
They sat this far apart.  
But when this lover grew warmer  
And learned the joy of a kiss,  
They knocked out all the spaces  
And sat up close like this!

—Selected.

## More Comforts—Charms Planned for P. E. Camp

**F**OLLOWING the official approval of this year's expenditures for P. E. Camp improvements, Club Manager Vickrey is now making arrangements to proceed with work which will add further to the attractiveness and charm of our vacation camp. While no extensive enlargement of present facilities is planned, the improvements, entailing an expenditure of several thousand dollars, shortly to be made are such as will appeal to all in the added comfort and beauty of the camp generally.

Among the work now planned is the following:

Enlargement of social hall on one side to permit space for card players so as not to interfere with dancers.

Re-model tent cottages.

Scenic summer house at top of "Pery Trail" built last year; also rustic rest benches enroute.

Fire pit with railing surrounding for wienie and marshmallow bakes.

Construct fence around the entire property.

Oil and screen walks and roadways throughout Camp.

## REVISED RULES CONCERNING ANNUAL VACATIONS

With vacation periods approaching employees will be interested in rules governing vacation allowances. The statement which follows, issued by D. W. Pontius, Vice President and General Manager, covers all points that may arise and employees generally should familiarize themselves with its provisions.

### To Employees:

In connection with annual vacation allowance, to make more certain the provisions governing the same, the following regulations will govern, effective at once:

1. All employees, after one year of service with the Company, will be granted annually twelve working days vacation with full pay during each year of service.

2. Vacation should be taken within the following twelve months' period. Vacations need not be taken immediately following annual date of vacation assignment, but in order that employees may obtain the greatest benefit from vacations, the time between periods should not be less than six months.

3. If exceptions are made, they must be determined upon within the twelve months' period, the reasons recorded and written approval of the head of the department secured.

In no instance will an accumulation of more than twenty-four days, that is the vacations due in a twenty-four months' period, be allowed.

4. In cases where it is not possible to relieve employee at time vacation falls due and is requested, allowance will be made, if, subsequently, the employee leaves the service for any cause.

5. The vacation periods must be subject to the needs of the service, as we have obligations in that direction which have to be maintained and if for good reason it is to the interest of the Company that the employes forego the vacation during the twelve months' period, the head of department will advise the employee in writing, with copy

to the Vice President, and Auditor, stating the reasons that make it necessary to defer a part or all of the twelve day vacation, so that proper record may be made thereof and credit allowed in the next period.

6. Where pay is by the hour, full pay will be determined by the normal working hours in the department concerned during vacation period; in case of motormen, conductors, trolley-men, etc., by earnings from runs occupied (actually being worked) at time of vacation, subject in case of extra men, to adjustment with minimum rate of \$125.00 per month.

7. Employees on sick leave may take vacation allowance by deducting one day for each month or fraction thereof for time off.

8. Insofar as possible, seniority shall govern in selecting vacation periods but application for such vacation, in order to secure seniority, must be filed in advance, for which a form has been provided.

### Electric Railway Statistics

900 operating companies in the United States.

50,000 miles of track.

105,046 units of rolling stock.

673 power plants.

40,000 miles of transmission lines.

\$6,000,000,000 capitalization.

15 million passengers carried annually.

\$1,000,000,000 annual income.

### Some Annual Purchases

\$3,000,000 paint and varnish.

1,500,000 barrels of fuel oil.

16,000,000 tons of coal.

5,000,000 gallons of lubricating oil.

7,000,000 pounds of grease.

2,500,000 pounds of rabbit.

4,000 other items purchased.

Have you a relative or friend making a journey?

If so, please notify your Foreman, Chief Clerk, or department head.

### Filial Devotion

The picnickers were obliged to cross a railroad track in reaching the place where they were to have lunch and little Bobby, going ahead, saw a train approaching.

Eagerly he shouted to his father, who was still on the track, "Hurry Daddy, or else give me the lunch."

"Class," said the new teacher, "I want you all to be as quiet as you can—so quiet that you can hear a pin drop.

Silence was golden.

Small bass voice in the rear of the room: "Let 'er drop."

### Ole and Tillie

Ole: "Tillie, will ya marry me?"

Tillie: "Yes, Ole."

A long, deadening silence falls. Finally it is broken.

Tillie: "Vy don't you say someting, Ole?"

Ole: "I tink I say too much already."

### It Pays

And when some dame demands to know

The cause of such delay,

And doubts your word—and tells you so,

No matter what you say;

Though you may ache to tell that dame to run and fly her kite,

It pays to smile right through the blame,

And be polite.—Exchange.

A fool there was and he saved his rocks

Even as you and I;

But he took them out of the old strong box

When a salesman called with some wildcat stocks,

And the fool was stripped down to his sox,

Even as you and I.

"An' yo' say dat little twin baby am a gal?" inquired Parson Jones of one of his colored flock.

"Yassah."

"An' de other one. Am dat of de contrary sex?"

"Yassah. She am a gal too."—American Legion Weekly.

Jones: "My wife found a blonde hair on my coat."

Browne: "Well, isn't her's blonde?"

Jones: "Yes, but this was half an inch longer than her bob."

At a small country station a freight train pulled in and side-tracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching. A well-dressed woman, not used to the language of railroad men, had alighted from the passenger train and was standing close to one of the freight brakemen, when he yelled to another: "Jump on her when she comes by, Bill; run her down by the elevator, cut her in two and bring the head end up by the depot!"

Who can blame the lady for fainting?—Ex.



Master of Tavern at Mt. Lowe and his culinary staff, from "Pop," the Chef emeritus, to the latest wrinkle in bus boy.

Every Week is "Courtesy Week."

# DEPARTMENTAL NOTES

## MECHANICAL DEPT. By Willis M. Brooks

Willis A. Bishop is some radio fan. He gets all the European countries on his crystal set. This set is so good he heard the jar when the Prince of Wales recently hit the ground.

The many friends of Herbert Smith of Mr. Straub's office will be glad to know he is now convalescing from a serious attack of pneumonia.

Death claimed three members of the Mechanical Department during January, Mike Fransos, Wm. R. Mitchell and Nathan Taylor (colored).

To the families of our deceased brothers the sympathy of the entire P. E. family is extended. All of us approach closer day by day the closed portal, which opens only inward. In the meantime it is a comforting thought to us who see our friends pass through that their families are provided for by our Mortuary Fund and Pacific Electric block insurance.

No one in the Mechanical Department has a greater host of friends than Jack Liston, and they are all glad to see him once more on the job.

The Miller twins, one at the Torrance Chamber of Commerce, the other of Mr. Straub's office, spent Thursday evening in Redondo and we have it from the youngest twin that they were consoling a friend in the throes of a blasted romance.

That was a new Cleveland sedan Dad Miller recently acquired. Not a Chevrolet, as reported last month. Our apologies to ?

Mr. Frank Taylor of the Drafting Room is suffering from a fractured rib.

In the recent rabbit drive at Los Vegas, George Gilks of the Winding Room, had but one shot and one rabbit. We are informed that this rabbit had run the length of the shooting line and was so full of lead when reaching George it just naturally fell down and died.

Fred Miner, while cranking his Chevrolet, broke his right arm.

J. Hardy is confined at home with the flu.

Guy Woolley, acting as trailer for Fred Miner, while the latter's arm is out of commission, says the job isn't a mechanic's job. It's a mileage job. He walks 20 miles a day weaving around the shops.

Carl Gramling, of the Mill, is suffering from an ancient disease, boils. Job in Biblical times, you who read

your Bible will recall, suffered from a similar complaint.

Friends of Theo. Stenzel are congratulating him on the occasion of his 77th birthday, Jan. 29, 1926.

Chas. Carre of the Mill is on the sick list.

Joe Tindall recently had a little hunting out at Etiwanda. Joe reports lots of shooting, but no game.

Harry Lombard and Chas. Glick are convalescing after severe sickness.

A lively crowd enjoyed the Thursday night P. E. club dance, dedicated to the Mechanical Department.

If anything, the floor was a little too crowded but then the Mechanical Department always turns out in force, with the intention of having a good time and usually get it.

In the old fashioned waltz contest Mrs. J. B. Green and Jack Haughton took first prize with Mr. and Mrs. Geibel a close second.

One young lady, dressed in red (we do not know her name) certainly knows her stuff, on Charleston; you could hardly see her feet they flew so fast. There was a young grey trousered shiek there whose feet were not visible at all. They were up somewhere in the cuff of his Oxford bags.

We entered the waltz contest too. Getting a great kick out of it watching some lady in green, pull other couples out, one by one and congratulating ourselves we were still on the floor. All of a sudden this lady in green stopped the music and said, "All the rest of you can go and sit down." Even at that it was worth watching the lucky (?) ones dance. No dance can equal in grace and beauty the old fashioned waltz. In awarding the prizes, we concur in the decision of the judges and congratulate the successful contestants in their proficiency.

## ACCOUNTING DEPT. By George Perry

Congratulations to William (Bill) Mathieson and wife on the birth of an 8½ lb. boy, William Mathieson, Jr., on Monday, Jan. 18, 1926. Mother and son are both doing fine.

Horace Yeomans and Leonard Boyer, Miscellaneous Accounts, left the service Feb. 5, 1926, to return to school. They will attend the Long Beach High School and both are taking a post-graduate course.

Donna Ruth Cotten, Stenographic Bureau, left the service Saturday, Jan. 30th, to be married. Her many friends and associates presented her with a picture, "Spring Song", and wished her the very best of luck. Her duties are now being performed by Miss King.

Miss Templeton, head of the Conductors' Accounts Bureau, is taking a vacation, staying at home and enjoying her rest to its fullest extent.

Mr. Guth, Freight Accounts Bureau, left the service to take a position with a firm in Seattle. His duties have been taken over by Varus Keeler.

Miss Ellen Sparks, Stenographic Bureau, after two years deliberation, has finally seen the error of her ways and has surprised us all in joining the ranks by having her hair bobbed.

The P. E. Accountants baseball team members are planning to give a benefit dance some time during February, proceeds from which will be used to purchase uniforms for the team for the coming year.

## STORES DEPARTMENT By Fred B. Hopkins

On Saturday morning, January 23rd, members of both the Store and Mechanical Departments at the Torrance Shops were greatly shocked to learn of the sudden death of Clifford Reeder, who was killed in an automobile accident at 60th and Hoover Sts., Los Angeles, early Saturday morning.

Prior to his having been connected with the Store Dept., Clifford had been employed in Winding Room of the Shop, only later to join with the Stores-Shop Delivery Forces and was at the time of his decease assistant to Sectional Storekeeper Roy Ewing. Possessed of a very cheerful and generous disposition he endeared himself to all who came in contact with him. His passing is recognized as a keen loss by the host of friends.

While the Stores Department is ordinarily considered as a non-revenue producing department, since approximately 40c of the operating expense dollar is spent for materials and supplies and that it does not directly produce any revenue, yet under the old adage "a penny saved is a penny earned," it might be considered as a revenue producing department.

Through the combined efforts of the Stores Department and the Departments using Material,—largely, Engineering, Electrical and Mechanical,—our investment in Material and Supplies has been reduced during the fifteen months ending December 31, 1925, by \$1,123,774.36. The amount thus released for use in other channels would earn annually at six (6%) percent,—\$67,426.46.

F. E. Gill, Chief Clerk in the General Storekeeper's office and Duard E. Porter of the Torrance Storekeeper's office, who have both been on the sick list, have returned to duty.

Mrs. Roy Whitman,—formerly Miss Margaret Stone—resigned her position as Requisition Clerk in the General Storekeeper's office the end of January to assume the duties of house wife at her home in Gardena. Since entering the employ of the Company some-

what over a year ago, Mrs. Whitman has made an excellent record and won the esteem of all those who were associated with her, so that her departure is witnessed with much regret.

Fred Shaw, formerly assistant to Section Storekeeper George Quesenbury, has been appointed assistant to Storekeepers at Pasadena and at 6th and Los Angeles Sts., Los Angeles,—serving three days a week at each of the aforementioned places.

Mr. Shaw succeeds George Hudson, who has been made assistant to Storekeeper, F. B. Clark at Macy St., replacing Ellis Lierow, resigned. Mr. Quesenbury's new assistant at Torrance is Michael Turner McLean, formerly of the Torrance Storekeeper's office and he in turn is succeeded by Arnold Campbell, who recently entered the Company's employ.

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

The holiday rush is over for another year, and collectively and individually, we are sinking back to normal. We wish everyone a Happy and Successful New Year.

Among those who took their vacations at the end of the year were Motormen E. F. White, G. A. Smithson, Conductors G. F. Miller, G. W. Batson, J. M. Livingston, H. Mueller and Brakeman S. W. Riddell.

We are all sorry to hear that Conductor J. J. Mettler's wife is very seriously ill. Small hopes are held out for her recovery.

Conductor B. Henderson is still on the sick list. He sustained injuries just before Christmas, while on duty, for which he is still receiving medical treatment. His fellow employees showed the true spirit of Christmas by presenting him and his family with a substantial token of their good wishes and sympathy.

"From grave to gay" brings us to the weddings that have recently taken place. Conductors E. E. Greene, W. E. Massingale, D. S. Coburn and Motorman R. S. Evans have all taken unto themselves brides.

J. D. Taylor, Ticket Clerk at the San Bernardino Station, will be transferred to Los Angeles about February 1st, where he will handle Pullman tickets for the S. P. Company. We understand his place will be filled by Conductor A. M. Engel, now of the Southern Division.

On January 16th, the long looked-for trip to Las Vegas took place. This excursion was given under the auspices of the P. E. Rod & Gun Club and proved to be one of the most enjoyable affairs ever given by any branch of the Pacific Electric. Those participating in the event from San Bernardino were Motorman L. G. Wilson, wife and daughter; Motorman K. Thompson and wife, Motorman G.

**Magazine to Exploit  
P. E. Line Scenic**

**S**TARTING with the March issue of the Magazine a series of short articles, accompanied by pictures, will appear each month dealing with various historic and scenic points of interest in Southern California.

There is such a wide diversity of scenic gems and worthwhile visiting spots on our lines that a resume of them will be interesting, and accompanied by a short review, should have the effect of refreshing the minds of those of us who come in contact with the traveling public. Such information passed out to inquiring visitors in the course of a year should cause quite an additional amount of travel over our lines.

Each set of pictures will be of uniform size, so that if at a later date it is considered advisable, they can be published in booklet form for general information and distribution.

Grimsley, Conductors Lee Goodwin and J. M. Mills, and C. H. Jones of the Traffic Department. The Eastern Lines contingent left here at 7:10 P.M., and had nothing but the highest praise for the efficient and well-conducted service given them from start to finish. Refreshments were circulated freely and much entertainment afforded by radio and a band.

The Trainmen's Room, San Bernardino, has been enriched by two good clothes brushes, which are highly appreciated and have seen much active service already. These brushes were the gift of the J. C. Penny Company, and were secured by the efforts of Motorman L. G. Wilson, who is serving on the Executive Committee of the P. E. Club. "Dress Parade" will have no terrors now when all can be spick and span.

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

J. W. Howard, Asst. Chief, Claim Department, left the service last month to accept a position in Kansas City. He is succeeded by A. H. Stillson, Tracing Clerk.

Dave Pardee, Trucker, furnished the big surprise last month by announcing his marriage to Mrs. Mary Lewt of Palomar. A handsome clock presented by the boys was the token of their friendship and regard for Dave.

After a month of severe illness, Mrs. Irene R. Cunham, Stenographer is again on the job.

The writer failed to mention the very clever piano recital given by young

**EIGHT DEATHS IN OUR RANKS  
DURING MONTH OF JANUARY**

Eight deaths, the largest number yet to occur during any one month since the inauguration of the Group Insurance plan, were recorded in our ranks during the month on January. In all cases Group Insurance was paid, and six of the deceased were members of the Mortuary Fund. The total amount of payments made to beneficiaries named grossed \$16,700.

Those of our fellows whose death called and to whose relatives we extend our kindest sympathy in their sorrow, are:

William H. Mitchell: Foreman, Mechanical Dept.

Mike Fransos: Carpenter. No Mortuary.

Lemuel F. Rutter: Night Watchman, Redondo Beach.

Henry L. Feimster, Trainsman, Southern Division.

Clifford E. Reeder, Helper, Mechanical Dept., in the shops at Torrance.

Joseph B. McCue: Clerk, and Operator, Freight House.

Antonio M. Gonzales, Laborer, Store Department.

Ralph R. Merwin, Clerk, Transportation Dept. at Huntington Beach.

In recent months several employes, for whom disability claims were allowed, passed away, there now being 15 receiving monthly allowances, totalling \$947.35 monthly.

**Very Brief**

A Scottish farmer of many years but few words was on a flying visit to the Jamiesons, who had years ago been his neighbors.

"Wull you take a cup o' tea, Mr. M'Glasson?" said the kindly Mrs. Jamieson.

"No, thanks, no tea," he replied.

"A cup of coffee, then?"

"No coffee."

"Wull I mak' ye cocoa?"

"No cocoa."

"Why, then, Mr. M'Glasson, wull ye hae a glas o' whusky and soda?"

"No soda."

Miss Mary King at our last gathering at the Club. Miss King is the daughter of Foreman Walter King and a most talented child for her age.

Our good comrade Joe McCue, Prepay Clerk, passed to his reward at the Pacific Hospital on Jan. 26th. Joe was held in high regard by all who knew him. A radio set, the gift of the office force and friends, was presented to him shortly before his passing.

General Foreman Black may now be seen dignifying the appearance of a new Nash Roadster.

Employees from the Warehouse will feel perfectly at home if they desire to attend the dancing classes at the Club. Among those of our fellow workers learning the latest terpsicorean art are: O. T. Flood; Herman Gauss; Ed. W. Highton; Samuel Tellechea; D. Skinner and O. C. Black.



A suggestion for 1926 is "Clubs for Wives;" but why not try kindness first.

"Daddy, did Solomon have seven hundred wives?"

"Yes, my boy."

Pause for reflection. Then:

"Daddy, why did they call him the wisest man?"

Modern Maid: "You tickle me, Duke."

Duke: "My word, what an extraordinary request."

#### Explained

Johnnie was gazing at his one-day-old brother, who lay squealing and yelling in his cot.

"Has he come from heaven?" inquired Johnnie.

"Yes, dear."

"No wonder they put him out."—Edinburgh Scotsman.

Lady: "Now that you have a good dinner, are you equal to the task of sawing some wood?"

Tramp: "Madam, equal is not the proper word. I am superior to it."

He: "Dearest, our engagement is off. A fortune teller just told me that I was to marry a blonde in a month."

She: "Oh, that's all right; I can be a blonde in a month."

#### Throwing It

When Cohen made his first trip across the water it made him laugh to see some of the passengers rush to the side of the rocking ocean liner and raise all their eats.

Then suddenly Cohen became sick and he heaved over the side of the ship.

"What's the matter, Cohen—a weak stomach?"

"Veak nothing—ain't I throwing it as far as the odders?"

I married my wife because she was different from all other women.

You don't say!

Yes, she was the only one who would have me!

#### Overlooked

Alice—"I paid my fourth visit to the beauty shop today."

Marie—"Strange you can't seem to get waited on, dear."—Boston Transcript.

#### At Dawn

Married Man—It must be time to get up!

Wife—What makes you think so.

Married Man—Baby has gone to sleep.

#### Dad Ought to Know

Son: "Dad, what part of speech is 'woman'?"

Dad: "Woman ain't a part of speech son; she's all of it!"

#### Science Note

Chemistry Professor—"What can you tell me about nitrates?"

Student—"Well—er—they're a lot cheaper than day rates."—Illinois Wesleyan Argus.

#### Wak

"Doc, I'm in a bad way, I snore."

"What is so bad about that?"

"I live in a big apartment house. And every time I start to snore I tune in on somebody's alarm clock."

#### Legitimate

"If anyone here," shouted the temperance speaker, "can name an honest business that has been helped by a saloon, I will spend the rest of my life working for the liquor people."

A man in the audience arose. "I consider my business honest," he said, "and it has been helped by the liquor trade."

"What is your business?"

"I am an undertaker."

"How did you get that mark on your face?"

"Why, that's a berth mark; I got into the wrong one the other night."

Son: "Dad, what does a 'better-half' mean?"

Dad: "Just what she says."

Customer—Can I change these pants at this counter?

Clerk—Well, I'll tell you, mister, we have quite a few women shoppers, so maybe you'd better go to the dressing-room in the rear.—Lehigh Burr.

"It's an ill wind—" said the Kansas farmer, as his nagging wife disappeared in the tornado.

It may be one's duty to whip the kids, but it probably wouldn't be if they were big enough to fight back.

—Exchange.

Nurse: "There's a man outside who wants to know if any of the patients have escaped lately."

Doctor: "Why does he ask?"

Nurse: "He says somebody has run off with his wife."

#### Endless Chain

Patient (calling on family doctor): "Doctor, my son has scarlet fever, and the worst part about it is that he admits he got it from kissing the maid."

Doctor (soothingly): "Young people will do thoughtless things."

Patient: "But don't you see, doctor, to be plain with you, I've kissed that girl myself."

Doctor: "By Jove, that's too bad."

Patient: "And to make matters worse, as I kissed my wife every morning and night, I'm afraid that she, too—"

Doctor (wildly): "Good heavens, I too will have it."

—Selected.

I hope that's a nice book for you to read darling," said a conscientious mother to her engrossed school-girl daughter.

"Oh yes, mummy," said Miss Thirteen. "It is a lovely book, but I don't think you would like it. It's so sad at the end."

"How is it sad, darling?"

"She dies, and he has to go back to his wife."

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

As Made to the Comptroller of the Currency  
at Close of Business  
September 28th, 1925

**ASSETS**

Loans and Discounts .....	\$34,984,739.08	
United States Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Treasury Notes .....	3,388,607.13	
Other Bonds, Stocks and Securities .....	1,345,127.76	
Bank Premises .....	488,307.48	
Customers' Liability on Letters of Credit .....	492,201.08	
Customers' Liability on Accounts of Acceptances .....	226,309.18	
Redemption Fund with U. S. Treasurer .....	75,000.00	
Interest Earned, uncollected .....	123,145.11	
Cash on Hand .....	\$2,734,505.73	
Due from Federal Reserve Bank of S. F. 2,964,719.38		
Due from Banks .....	5,669,373.88	11,368,598.99

\$53,992,035.81

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	1,500,000.00	
Undivided profits .....	1,039,119.25	\$4,539,119.25
Reserved for Taxes .....	6,514.23	
Reserved for Interest .....	104,727.80	
Unearned Discount .....	49,829.25	
Securities Borrowed .....	1,040,000.00	
Letter of Credit .....	519,428.83	
Acceptances Based on Imports .....	221,659.18	
National Bank Notes Outstanding .....	1,500,000.00	
DEPOSITS .....	46,010,757.27	

\$53,992,035.81

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: V. H. Rossetti, Louis Isaacs, Oscar Lawler.

**WE PAY INTEREST ON TIME DEPOSITS**

This Bank is Authorized, and fully Equipped, 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.

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**OF LOS ANGELES**

Corner of Fourth and Main Streets

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Vice-President  
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G. H. NAEGELE  
Cashier  
E. L. POWEL  
Asst. Cashier  
C. L. HOGAN  
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