



THE PACIFIC ELECTRIC MAGAZINE



Vol. 10

LOS ANGELES, CAL., JANUARY 10, 1926

No. 8



A Palm Lined Avenue in Azusa.

Success

If you can't be the pine on the top of the hill,
Be a scrub in the valley—but be
The best little scrub by the side of the rill;
Be a bush if you can't be a tree.
And some highway happier make.
If you can't be a bush, be a bit of the grass,
If you can't be a "muskie," then just be a bass,
But the liveliest bass in the lake.
We can't all be captains, some have to be crew
There's something for all of us here,
There's work to be done and we've all got to do
Our part in a way that's sincere.
If you can't be a highway, then just be a trail.
If you can't be the sun, be a star;
It isn't by size that you win or you fail;
Be the best of whatever you are.

—Marathon Safety Bulletin.

Company Linked in Great Plan of Railroads

Drive Begun to Acquaint Public with New Plan to Solve Difficult Transportation Problems of City and District

IN A DETERMINED effort to end a long standing debate by putting squarely before the public of Los Angeles and Southern California generally their stand on the Plaza Union Station, the three steam lines and this Company launched last month an intensive educational campaign on the subject.

That the plan of a union terminal in the north end of the city is not only unsuited to present and future needs of this city, but likewise is not needed, nor does it care for transfer of Pacific Electric passengers en route to or from steam line points, were some of the issues clearly brought out for public thought. In combatting the Plaza plan it is being shown that Los Angeles is not a terminal point, checks having revealed that less than 2 per cent of steam line passengers arriving here transfer to other steam roads. Conversely, the point is being made that there are more passengers transferring between the Pacific Electric Main Street Station and the different steam lines in one day than between all the steam lines in a week and that the Plaza plan makes no provision for transfer of Pacific Electric passengers.

Civic Bodies Endorse

Details of the railroad's plan and its advantages, subsequently explained by President Paul Shoup and tersely stated in caption accompanying map on pages 12 and 13, were put before the Los Angeles Chamber of Commerce directorate late last month and after reviewing the matter that able body of business men unanimously endorsed the plan of the carriers. Many other civic and city bodies in cities scattered through this district have similarly endorsed the advocated plan of the railroads.

What has and should appeal to every resident and business interest in Southern California is the tremendous relief of traffic that would be forthcoming with the elimination of surface travel of Pacific Electric interurban trains destined to points north, east and south. Elevating our trains to the points called for would remove 1200 interurban trains daily from the street surface, eliminating 18,000 grade crossings each day. Not only would grade crossing accidents forever be banished

from these districts, but commuters and travelers to the north and east would be benefitted by a saving of 15 minutes travel time during rush hours, and those to the south by approximately 10 minutes.

The following statement by President Paul Shoup gives a comprehensive explanation of just what the railroads have in mind as their plans for caring for the present and future needs of this city and district:

Plan of Carriers More Like Union Station Than is Plan at Plaza

THE problem of transportation facilities in the city of Los Angeles passes beyond the limits of that city. This because it affects vitally the present well-being and future growth of all the cities and districts surrounding Los Angeles.

Traffic checks of passengers exchanged between the steam roads entering Los Angeles and the Pacific Electric Railway disclose that more passengers are interchanged between our Sixth and Main Street Station and steam roads in one day than there are between steam lines in one week.

This proves rather conclusively that were a Union Terminal Station decided upon at the Plaza site seven people would be discommoded, for each one accommodated. This would be due to the fact that interchange between the Pacific Electric Railway and the steam lines would be broken by the Plaza plan. Conversely, the plan of the railroads would take care of passengers destined between steam line stations and the Pacific Electric, and vice versa.

The outstanding feature of the railroad's plan is the removal from street surface operation of all Pacific Electric interurban trains to points south, north and east, approximately 1200 daily in number. Service to these districts would be speeded many minutes and grade crossing forever abolished.

"The Pacific Electric is not directly involved in the station problem in Los Angeles, but the solution of that problem vitally affects its plans for taking its trains off the city streets.

"Under the agreement between the Union Pacific and Southern Pacific whereby the former uses the latter's Central Station, the Pacific Electric obtains a right-of-way over the Union Pacific property on the east side of the river from a point along Sixth street extended northward to the private right-of-way of the Pacific Elec-

tric at Aliso street. It also has the right to use the right-of-way of the steam lines between Alameda street and the river provided by the steam lines to make an approach from the east side of the river without grade crossings to the Central Station, eliminating the use of Alameda street by the Southern Pacific for other than industrial switching.

"The most important transportation problem in Los Angeles is not that concerning the steam lines, but getting the hundreds of Pacific Electric interurban and suburban trains off the streets and at the same time providing a rapid, regular and frequent train service in and out of the heart of Los Angeles so essential both to the city and to the several hundred thousand people resident along the Pacific Electric's lines in the eastern and southern part of Los Angeles county and in Riverside, San Bernardino and Orange counties.

Company's Plans

"As soon as the Southern Pacific and Union Pacific are definitely located at the Central Station site the Pacific Electric is ready and willing to proceed with the construction of an elevated line from back of its main Passenger Station at Sixth and Main streets on to Alameda street, with one elevated line diverging thence southward to a connection with its four track private right-of-way at Fourteenth street; the other elevated line proceeding eastward along the southern end of the Central Station property across the river and thence northward over private right-of-way to a connection with its private right-of-way line at Aliso street, thus freeing from the use of city surfaces and grade crossings all of its interurban train move-

ments in and out of Los Angeles on both Northern and Southern Divisions. At the same time passengers interchanged between the Pacific Electric on the one hand, and the Union Pacific on the other, will have the benefit of the Pacific Electric service to and from the several hundred stations on that line in the territory it serves. Arrangements have already been made to check baggage through and to sell through tickets.

"With the increasing use of street surfaces by vehicular traffic the grow-

ing need for this regular and fast service between suburban communities and the heart of Los Angeles and the freedom from hazards of accident that will come with this great improvement, I do not know of any other railway construction that could be of equal benefit to Los Angeles and the thickly populated territory of Southern California that surrounds it.

"If the program of the steam lines for passenger stations is carried out as outlined in their statement, then this program of the Pacific Electric becomes practicable and will be put into effect."

LARGER CROWD TO PASADENA HANDLED NEW YEAR'S DAY

Exceeding by approximately 2,000 passengers handled the year before, service to Pasadena on New Year's day last ranked with, if indeed it did not excel any of the Company's previous service performances. A total of 28,291 passengers were handled, not a single accident or equipment failure occurred during the heavy movement and motor coaches detailed to the scene of the unfortunate accident in reviewing stands performed good service in aiding in the delivery of injured to hospitals and their homes.

The following is a summary of the service rendered:

From 7 a. m. to 12 noon, the Pacific Electric operated a three-car train into Pasadena practically every two minutes on the average. Via Pasadena Short Line, from 7 to 8 a. m. a train every 5 minutes; from 8 to 10 a. m., a train every 2 minutes; from 10 to 12 o'clock, a train every 5 minutes.

Via Oak Knoll Line, from 7 a. m. to 12 noon, trains averaged one every 10 minutes.

Via South Pasadena Line 10 trains were operated during the same period.

During the hours 7 a. m. to 2 p. m., 23,710 passengers were handled on the Short Line (including South Pasadena Line) in 122 three-car trains, an average of 64 passengers per car.

During the same period, 4,581 passengers were handled via the Oak Knoll Line, in 33 three-car trains, an average of 46 passengers per car.

The parade this year started at 10:15 a. m. instead of 10:30 a. m., as had been advertised, with the consequence that traffic on Colorado Street was shut off that much earlier.

The unfortunate accident to the grandstand at Madison and Colorado Sts. resulted in the parade being halted for three-quarters of an hour, and during this period Fair Oaks was blocked at California Street on account of the numerous ambulances going to the Pasadena hospital, with the result that passengers on late trains were unable to get beyond this point.

When word of the accident was received, the Pasadena office called up the Police Department and offered their assistance in any way in which they might desire. As a result, several motor buses were sent to the scene of the accident, and assisted in carrying the injured to the hospital. Later, two motor buses were assigned to the service of returning to their homes those who had been slightly injured

Insurance Paid to Forty-three Families Visited by 'Grim Reaper' in 1925

BRINGING a measure of comfort and relief the Group Insurance and Mortuary Fund plan of the Company proved a boon to the bereaved families of 43 of our fellow employees last year, the report of George Chrystal, in charge of insurance matters, reveals.

The following are some of the highlights from the report for 1925:

A total of \$61,250 Group Insurance was paid to the 43 beneficiaries named by the deceased, or an average of \$1,420.

During the two years the Group Insurance plan has been in effect 75 deaths have occurred, the aggregate of death payments amounting to \$107,000.

In addition to death payments the disability feature of the plan has resulted in the payment of \$15,099.25 to stricken employees.

Of the 43 deaths occurring last year, 32 were contributors to the Mortuary Fund, from which was dispensed \$31,071.45. On the basis of 25c per death per employee membership cost for the year averaged only 67 cents per month.

The total number of Group Insurance policies now in effect is 5,514 representing an insurance protection of \$9,471,205.

With approximately 2375 employees being contributors to the Mortuary Fund, the combined insurance protection represented totals \$2,356,250, making an aggregate of \$11,827,455 worth of insurance on the lives of Company employees.

Prompt payment throughout the year again featured the settlement of death claims, an average of only four days being maintained for both Group and Mortuary Fund payments. In several instances payments were made in less than 48 hours.

GROUP INSURANCE INCOME TAX DATA BEING COMPILED

The Accounting Department is again making check to determine the average monthly wage of hourly employed workers for the six months ending December 31st. This check is made each year to determine the amount of Group insurance which this class of employees are permitted to purchase, such amount being contingent upon wage received.

The rule governing is as follows:

Average Earnings	Additional Insurance	Monthly Deduction
\$150 or less	\$1,000	\$0.70
Over, \$150, but not over \$200	\$2,000	\$1.40
Over \$200	\$3,000	\$2.10

Increase of additional insurance will be effective February 1st, and increased monthly deduction will be made from first half of February wages.

Also, amount of each employee's earnings for 1925 is being prepared by the Accounting Department. A form will be presented to every employee for insertion of address. Employees will note the amount of his earnings as this is the means being adopted to advise workers of this information. Form is to be returned to department head.

These forms will be presented in plenty of time for income tax purposes.

and had received first aid treatment at the hospital. This service resulted in much favorable comment by the newspapers.

Canvasser: "Madam, will you donate something to the new hospital?"

Mrs. Murphy: (who has just finished an argument), "Well, ye might step in and take a look at Mr. Murphy. Maybe he'll do."

COST OF RUNNING AUTO?

Not only interesting, but extremely enlightening is the answer of James Marsh, Automobile Editor of the Los Angeles Times, to a query put to him regarding the "cost of owning and operating an automobile of about the \$1,000 class."

Thus replied this well-known authority:

This answer is based upon the assumption that the car costs \$1000 and is used by the original purchaser during its entire period of service of seven years, and is operated 10,000 miles a year: Cost, \$1000; gasoline, \$700; tires, \$700; oil, \$100; repair, \$450; garage, 450; taxes and licenses, \$150; insurance, \$200; interest on original investment, \$500.

This gives a total cost of \$4200, and as a thousand-dollar car has practically no resale value at the end of seven years, it must be considered as part of the cost of operating an automobile.

Reduced to cost per year it gives \$600, or \$50 per month. Stated in cents per mile the cost of ownership and use is approximately 6 cents for every mile driven in a thousand-dollar car. This estimate is very conservative and does not allow for wrecks, accidents nor personal and property damage. I have covered this with insurance, but full coverage cannot be bought for the price stated. The interest is calculated at 7 per cent only, and not compounded.

His Wish Granted

Judge: "What have you to say for yourself?"

Prisoner: "I say I wish I was in a place where there are no traffic cops."

Judge: "Granted. Thirty days."

Features and Practices Adopted by Busses

Recitation of Some of the Leading Problems Encountered and What Experience Proved as Best Solution

By F. C. PATTON, Asst. Manager,
Los Angeles Motor Bus Co.

DUE to different conditions in the various cities of the United States, efficient types of coaches, as well as operating costs, vary greatly.

It is conceded, however, by nearly all motor coach operators and manufacturers that the twenty-five or twenty-nine passenger single-deck coach for single deck city service is the most efficient, as it offers the largest margin between cost of operation and earnings; although conditions do exist where a coach of smaller seating capacity can be successfully used.

Experience has proven that the ideal coach chassis for city service must be low and well-trussed with cross members to prevent weaving and consequent damage to body, due to uneven road conditions. Braking can be either mechanical or air. It has, however, been our experience that air brakes are more efficient than mechanical brakes, although requiring more frequent adjustments. This applies with metal-to-metal type of lining, as we have had very little experience with fabric lining. The hydraulic brake has not yet reached the point of perfection where it can be successfully used in motor coach operation.

Original equipment used by the Los Angeles Motor Bus Company was of the mechanical type with the service brake on the propellor shaft and the emergency brake on the rear wheels. Experience showed us that if a propeller shaft brake could be used at all, it should be as an emergency instead of a service brake. The high speed of the propellor shaft, together with its accordion movement causes excessive heat which burns out the brake lining, as well as softening the brake pulley if frequent stops are necessary. The use of a fabric type of universal joint is also prevented by the propeller shaft brake, as it places practically all of the strain caused by braking directly on the fabric joint which soon fails.

When deciding on type of motor, it is well to remember that motor coach schedules for city service depend more on short time stops and quick get-aways, rather than on high maximum speed between stops. For this reason, it is better to have the motor over-

powered rather than under-powered, the trend at the present time being toward the six-cylinder type. This brings up the question of motor governor, and whether three or four speeds transmission should be used.

Governor Not Necessity

Results obtained in Los Angeles would indicate that a motor governor is not a necessity, and that, if proper supervision is given, better results can be obtained without its use. If set to allow a maximum speed of say, twenty or twenty-five miles per hour in high gear, it restricts the use of the lower gears during the get-away period, and if set to allow rapid acceleration in the low gears, it does not restrict the maximum speed in high gear. This brings

used between the floor and the street. This should be of practically curb height and of the boxed type. Door to be of the folding type hung from the front of door frame so that inertia will assist the driver in opening and closing. Emergency door must be provided, preferably, but not necessarily, on the left side of the coach just back of the rear wheel pocket.

Seating arrangement should be of combination cross and longitudinal, or full cross seat type. If it is the intention to carry standees during rush hour, the combination type will be found the most efficient. On the other hand, the cross type is the most comfortable, unless the rear wheel pockets are extra large, as in the six-wheel type. Driver's seat should be well-

upholstered and of the adjustable type with a forward and backward range of at least four inches. A comfortable driver's seat will go a long way toward satisfied drivers, and to some extent will prevent the continual "bad ordering" of a coach for fancied mechanical defects in order to drive a more comfortable one.

A person desiring to purchase goods will always patronize the well-lighted store in preference to the poorly-lighted one. The same rule applies to motor coaches, and the lack of night patronage can in a great many cases, be traced to poor lights in the interior of the coach. Sufficient light must be provided to allow reading without eye strain as well as making the interior cheerful. It is necessary in well-lighted coaches to prevent reflections in the windshield. This can be done by installing a curtain behind the driver's seat, or better still, by shading each individual globe with a small leather shade placed in front of each fixture. Regardless of the type of fare collection employed, single deck coaches should have a shaded light placed either over the inspection plate of the fare box, or in such position as will assist the driver in properly making change and handling fares or tickets.

Our double deck coaches, which require a crew of two men, follow closely the same general design of single deck coaches, but are equipped somewhat differently in addition to the strengthening necessary to carry the upper



the problem back to that of education and proper supervision of the driver. There is very little difference between three and four speeds transmission, providing that drive is direct in fourth gear. Overdrive is not practical in city service as it is seldom that sufficient speed is attained to allow its use.

One of the most important points in motor and chassis construction, and one quite generally overlooked by motor coach manufacturers, is that of accessibility of parts or units. It is found that this feature has considerable bearing on repair costs.

Body construction has now reached a point where nearly all manufacturers employ the same general principles of construction and design. Floor must be flat the entire length of body, taking up the rise over the differential housing by gradual ramp or slope from rear to front. Under no circumstances should a rise in the floor be permitted. To do so simply creates a bad accident hazard. Not more than one step should be

deck. A door is provided at the front on both sides, the one on the left for use of the driver. The one on the right for use in loading or unloading passengers if desired. The use of this door will as a general rule mean the sacrifice of one seat in the lower deck with a consequent loss of revenue. Both doors will be found valuable when making repairs to transmission or clutch. Rear door, which opens directly on to the rear platform, can be equipped with a folding door, although due to mild climatic conditions in Los Angeles, all such doors have been removed and stored. Design of rear platform must provide as much loading room as possible without excessive overhang. Gasoline tank of sufficient capacity to allow big mileage is placed directly under the stairs. Flooring on platform to be of maple strips or non-slip metal or corborundum plates. Both rubber and linoleum have a tendency to stretch and bulge, especially in wet weather. Stairs should also be covered with a good non-slip tread, preferably of the corborundum type.

Upper deck seating arrangement can be one of two types. First, lengthwise seats placed back-to-back with one cross seat across the front which allows very low body construction. Second, cross seat type with aisle in the center, all seats facing forward. From an operating standpoint there is very little difference. Passengers, however, prefer the cross seats to the longitudinal type. Windshield across the front of the upper deck is a necessity with either type.

On double deck coaches we have found a tendency on the part of the passengers to make use of the bell signals provided for the conductor's use. This practice causes accidents, therefore we have placed the buttons in an inconspicuous place, or if in plain view, have placed a small metal sign over the button which reads "For conductor's use only."

Fare collection on single deck coaches is necessarily one of "Pay-as-you-enter" or "Pay-as-you-leave" type. Methods of fare collection, as well as types of registers to be used, should receive careful study so that a system can be installed that will allow maximum driver efficiency at all times. Usual method of collection on double deck coaches has been to make collection of fare after passenger is seated using the hand type of register for this purpose. This, of course, brings back the old question of missed fares. We have been using the hand type of register but have recently installed on two of our double deck coaches the latest type of electric fare box working off the storage battery; the coach operating on the "Pay-as-you-enter" plan. The box is placed on the hand rail directly in front of the back stairs where it can easily be reached by both upper and lower deck passengers. Test so far has been very satisfactory and very little slowing down of loading has been observed. Type of fare box used is, of course, limited to one of very small size due to lack of platform space.

One of the biggest items in motor coach operation is that of tires, and one

of the things learned from our operation in Los Angeles is to equip the coaches with a tire of sufficient capacity, according to the manufacturer's rating, to carry the load without excessive overloading, regardless of the coach manufacturer's claim that a smaller tire will do. It is a proven fact that any tire continually subjected to overload will fail prematurely with resulting delays to service, as well as increased cost of operation.

For a single coach of twenty-five or twenty-nine passenger capacity, the six-inch tire is undoubtedly the most efficient from the standpoint of uninterrupted service and low cost per mile, so the problem is reduced to finding which make will give the best mileage in a given service. This size in any standard make should give between 10,000 and 20,000 miles with a cost of between a cent and a quarter and a cent and a half per mile.

Original tire equipment on our double deck coaches was 34x7 with a rated capacity of 3,000 to 3,300 pounds per tire. As the coaches weigh approximately 22,000 pounds loaded, and were being operated over crowned streets so that a great portion of the time the load was being carried by but one of the dual tires on the rear, we experienced continuous trouble, particularly with the right inside rear tire, and this trouble was greatly increased on extremely warm days. Failures consisted mainly of blown beads and tube pinches; the latter being caused by the flap curling or creeping. In most cases both tube and casing were completely ruined with a mileage of less than two thousand miles. Special test tires and tubes of various makes were tried without success. We finally equipped one coach with 36x8 tires. These tires were so successful that we now have practically half of the double deck fleet equipped with 36x8 tires and hope to soon equip the balance. A mileage of from 12,000 to 15,000 can reasonably be expected with the larger tires.

The above conclusions are drawn from regular dual wheel equipment. The six wheel type of coach completely

changes the tire situation and considerably greater mileage can be obtained with this type of equipment over good paved streets.

Tire Solution

The answer is obvious. Use a tire built and guaranteed by the manufacturer to carry your load; then check air pressure and wheel alignment carefully, keeping accurate records of tire performance.

Operating costs of double deck coaches is approximately fifteen per cent more than single deck coaches, but this difference is more than offset by the greater earning capacity, providing there is sufficient traffic to warrant their use. It must be remembered, however, that this class of equipment is a business-getter under favorable conditions. For instance, passenger travel on our line now completely equipped with double deck coaches, increased nearly one hundred per cent in one month after the line was changed from single to double deck coaches.

Summarizing two years of coach operation in Los Angeles, we find that motor coach development has been rapid due to the keen competition between manufacturers and the demands of the public for more comfortable coaches. As yet there is no evidence to support a claim that motor coaches will ever supplant street cars, but they do provide good supplementary and feeder service and can be made to fit into nearly any transportation plan.

And Not a Yard Wide

The Girl—"What's the funny stuff on the sheep?"

The Herder—"Wool, ma'am."

The Girl—"Wool? Huh, I'll bet it's half cotton!"—Life.

First Englishman—"Charlie, did you hear that joke about the Egyptian guide who showed some tourists two skulls of Cleopatra—one as a girl and one as a woman?"

Second Englishman—"No; let's hear it."

COMPARISON OF ACCIDENTS DURING NOVEMBER, 1924, AND 1925 AS COMPARED WITH NOVEMBER, 1925

	Northern Division 1925-1924		Southern Division 1925-1924		Western Division 1925-1924		Motor Coaches 1925-1924	
Interferences with vehicles ..	112	120	84	118	201	275	35	43
Collisions and Interferences ..								
with cars	2	3	3	10	1	8	2	1
Persons struck	2	8	1	5	3	3	..	1
Rerailments	6	10	7	23	4	16
On and off moving cars	7	11	6	12	5	8
Miscellaneous	24	25	53	42	36	38	7	11
Totals	153	177	154	210	250	348	44	56
	24-D		56-D		98-D		12-D	
Interferences with vehicles	432		556		22.3%		Decrease	
Collisions and interferences								
with cars	8		22		63.6%		Decrease	
Persons struck by cars	6		17		64.7%		Decrease	
Derailments	17		49		65.3%		Decrease	
On and off moving cars	18		31		41.9%		Decrease	
Miscellaneous	120		116		3.4%		Increase	
Total	601		791		24.0%		Decrease	
			190-D					

Carelessness Cause Of Claims

Bulk of Tremendous Outlay of Carriers for Loss and Damage Traced to Failure of Workers

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

WHEN your Editor asked the writer to devote an article to the principle causes of Loss and Damage Claims, it was thought that there were some outstanding causes which could be definitely determined, and knowing what they were, necessary corrective measures could be taken to reduce loss or damage arising through those sources.

Loss and Damage Claims are of two classes—Preventable and Non-Preventable. Unfortunately, and the word is used advisedly, claims of the latter class are in the minority. In other words, the greater portion of all loss and damage claims are preventable, which in the final analysis means, stripped of all refinements, carelessness.

The Causes

The elements of carelessness contributing to either loss or damage are manifold, but may be grouped generally under two classifications—Errors and Rough Handling. Claims for loss in the majority of cases come under the former classification, while claims for damage in the majority of cases come under the latter classification, although a considerable portion of damage claims arise through error in not following the instructions of the one in authority. These claims are generally those arising from damage suffered by the consignee or shipper due to depreciation in the value of the commodities, and although they are strictly known as damage claims the cause is the same as that for loss; in other words, a mistake made by someone, or failure to perform some necessary act.

Eliminating pilferage or fraudulence, it may be stated that all claims for loss are directly attributable to someone's error in count, which may have been a packing clerk, a shipper clerk, an employee of the railroad, or the receiving clerk. Although error may not be properly stated to be carelessness, it is tantamount when such errors result in a loss.

Claims for damage, aside from those caused by a failure to perform their duties in accordance with instruction, arise from rough handling, assuming that the shipment was properly prepared for ordinary handling in the course of transportation.

In the ordinary acceptance of the term "Rough Handling" by Traffic men it is taken to mean rough handling by engine crew or brakemen of a car or train. In its broadest sense, however, rough handling is that handling which is not performed in a careful manner, thereby increasing the possibility of damaging a shipment, whether it is in a railroad car or being handled by a trucker, drayman or any other person whose duties require the moving of the shipment.

The American Railway Association, Freight Claim Bureau, has made a very exhaustive study of the causes and prevention of freight damage and loss claims, and it is through the work of that body that the Freight Claim Prevention Officers are constantly receiving suggestions to further minimize the carriers' losses, and the Freight Claim Prevention Officers are accomplishing remarkable results. The manner of claim prevention is, after all, more a matter of the personal equation than a matter of specialization or individual direction, and we should all work along lines that mean co-operation, and with the co-operation of all those sincerely having the interests of the railroad and its patrons at heart, far greater results can be accomplished in the prevention of loss and damage claims.

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."

A Disastrous Meal

PLAN MEMORIAL SERVICES

Will Honor Industrial Veterans

Who Died Last Year at

Dinner, Sept. 16.

—News Headlines in The Duluthian.

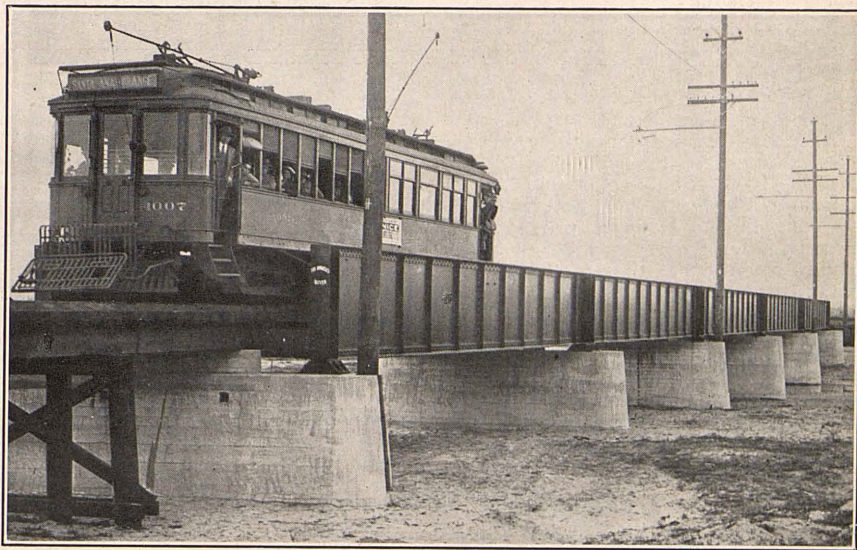
DENTAL DEPARTMENT PROVES POPULAR WITH EMPLOYEES

That our Dental branch of the Medical Department has proven an important and popular adjunct is evidenced by the report of Dr. Kaufman for the nine month period that dentistry has been available to employees. In that time exactly 1132 patients have been treated at the hands of Dr. Kaufman or his staff. Patients desiring dental treatment have not been limited to Los Angeles and nearby points, many having come from cities as far distant as Riverside and San Bernardino.

Beginning very modestly in April of last year it was thought that some months would elapse before employees would realize and take advantage of the service available to them. However, in a very few weeks Dr. Kaufman was compelled to add another dentist in order to care for the number of cases coming to him. Each month has seen an increase in the volume of patients and it is now the plan to make at an early date further provision to care for the growing demand for dental treatment.

In a few instances there has been confusion in employee's minds as to the plan under which Dr. Kaufman operates, for which reason we recite briefly the details as covered in issue of March last.

The services of the Dental department are available to employees and family members, but, necessarily, charges therefor are made, the small monthly Medical Department fee assessed covering nothing of a dental nature, except in case of accidents occurring in line of duty. However, prices charged are most nominal, as witnessed by the \$1.00 extraction fee and same price for cleaning, other charges being only approximately 50 per cent of those made by ethical dentists.



Another sturdy unit, costing \$140,000, was added to our long list of bridges with the servicing last month of the Morton bridge spanning the Los Angeles River at Morton Station on the Santa Ana line. Requiring seven months to build, this structure was constructed in line with the company's policy of co-operating with county officials in flood control and confining the river of this district to permanent channels. A temporary shoe-fly provided means of continuing service during construction period. Three hundred feet in length, the bridge is composed of five spans of three plate girder steel, supported on six concrete piers, with 478 lineal feet of creosote pile trestle approach.

How Trainmen Can Save Power

Wide Variance in Records on Same Line Shows all Not Awake to Chances

By GEO. H. GRACE,
Chief Efficiency Bureau

IT IS WITHIN the scope of every Motorman and Conductor on the System to save power; Motormen by taking advantage of every opportunity to coast, and Conductors by giving stop and start bells promptly. Unnecessary delays at stops simply mean wasted time that Motormen could use to advantage in coasting.

Some Motormen, we are glad to say, are maintaining consistently good records, and we wish to acknowledge our appreciation of their efforts in keeping well ahead of the average of their respective lines.

However, it does not seem exactly fair for the low men to waste power that the high men are making every effort to save.

It is admitted there is a difference in coasting possibilities between runs on the same line, but checks heretofore made of actual run conditions on certain lines, proved conclusively that such difference is less than six per cent; therefore, when the highest man on a line regularly makes a coasting record of 35% and other men on the same line never reach 25%, these low men are not making the best effort to coast.

It may be a fact that some of the low men have not yet grasped the idea governing efficient coasting, believing that in order to coast, a long stretch of high speed track is necessary, that they may feed up to full speed and then throw off power and coast to a slow down or stop.

For Results

As a matter of information to these men, we will state that a good coasting record obtained day after day is not the result of a few long sprints, but is brought about by the addition of coasting in small amounts.

A Motorman may endeavor to secure a long coast at a point where coasting is easy, only to lose all he has gained by having to work hard to make up lost time. It is a proven fact that a higher record may be made by paying attention to the small amounts obtained just before traffic slow-downs, through speed restricted territory and before stops.

When following a car ahead, coast; you cannot pass and you should keep far enough behind so that his stops will not necessarily force you to stop or slow down, and whether you are late or not, you have an opportunity to coast.

When approaching a passenger or safety stop, do not use power to the last possible moment and then apply brakes. The amount of coasting you can do will depend on the grade and whether you are on time or not. However, a car is never so late that it cannot coast ten to twenty seconds, and the extra time required to cover this

period over that required to cover with power on is so small, about one second, that it is not appreciable. If you make twenty stops and coast but twenty seconds before each one, you make over six and a half minutes coasting and lose only twenty seconds. Conductors should co-operate by giving stop bells as soon as possible.

Anticipate your stops. You know usually where stops will be made; you have an opportunity to coast until it is evident there will or will not be a stop.

Where speed must be reduced at grade crossings or obscured curves, throw off power far enough away to enable you to coast through the restricted limits at the required speed.

And a few words as to braking. Good braking is essential to economical car operation. At first sight it might appear that the braking which occurs after the power has been thrown off cannot possibly affect the amount of power used; but the point is that poor braking wastes time and wasted time must be made up at the expense of power. Good braking consists of safe, short, quick steps obtained with one application of air and without sliding the wheels or discommoding the passengers.

Conductors realize that they can materially help their Motormen in obtaining coasting by calling stops promptly so that passengers will be ready to alight when car stops; by assisting old and infirm people on and off; by helping women with small children and baggage, so that there may be no excessive delays while discharging and picking up passengers. Every second's delay is coasting time lost, and many stops mean many seconds and consequently many minutes during the day.

A new year is before us. We shall

Jail and Fine Awaits Careless Motorist

IT WILL BE not only dangerous but illegal for any motorist to attempt to beat a train to the crossing in Contra Costa county, northeast of San Francisco, on and after Wednesday, the 16th inst. An alarming disregard of railroad signals has prompted the county Board of Supervisors to pass an ordinance making such carelessness punishable by a fine of not more than \$500 or imprisonment in the County Jail for not more than six months, or both.

doubtless have new responsibilities to face, new problems to solve. Traffic conditions become a little more difficult each year meaning many more stops and slow-downs; but in most cases each slow-down and stop offers some few seconds coasting time which it is to be hoped, all will take advantage of.

BARGAIN FARES TO DISTANT POINTS NOT ALWAYS CHEAP

Bargain transportation hunters may well "watch their step" lest they be the victims of bitter experiences frequently occurring to persons answering a luring advertisements for automobile trips to distant points. One of the gullibles, having been attracted by a "\$25.00 fare to Denver" related his misfortune to a local paper last month, the following being extracts therefrom:

The victim made his reservation, receiving a long, green ticket with a picture of a latest type long distance motor stage printed at the top. "The driver will take your fare," he was told.

"When our 'bus' rolled up," he said, "it proved to be a 1917 touring car which looked good for about 100 miles."

But the traveler's estimate proved too conservative; the venerable machine broke down before the party reached Colorado Springs. Undiscouraged by this evil omen, the cheerful driver soon repaired it and the outfit resumed its long trek.

"To leave out many harrowing details," continued the tourist, "we finally rolled, or rather bumped, our way into Santa Fe, making the last 11 miles on a bare rim."

At the New Mexico city, it being obvious that the only way their vehicle would ever reach California would be on the deck of a flat car, the indignant passengers demanded the return of their fares.

Surrounded by his charges, the driver explained that he, as the owner of the car, was alone responsible for their plight, and that the "Travel Bureau" was blameless.

"They only acted as agent," he sorrowfully informed them. "Read your ticket."

"Then you shall pay us!" demanded the passengers.

"I can't," wailed Hall, "I haven't enough to pay for a new tire."

"Very well; we'll attach the car for what it's worth," spoke up a business-like tourist.

"It's mortgaged already," sobbed the driver, as some one phoned the police.

At the police station the "transcontinental" disgorged his last \$60 for apportionment among his creditors.

Pat: "Can you swim?"

Ike: "No!"

Pat: "But what if the boat should sink?"

The boat capsizes and soon Pat is ashore. But what puzzles him, Ike is too.

Pat: "Thought you could not swim?"

Ike: "I can't, but I just talked and talked and here I am."

Insuring Safety at Oil Spurs



View showing combined trolley wire and track sectionalizing switch in open position.

By L. H. APPEL,
Asst. Superintendent of Power

IT IS THE standard practice on the Pacific Electric Railway system to require the installation of a combined trolley and track sectionalizing switch on all spur tracks serving industries handling oils and gasoline. This requirement, together with that of installing insulated flange unions in the pipe lines, as previously described by E. W. Cook in the Pacific Electric Magazine for September, 1924, has proven effective in practice in safe-

guarding the loading and unloading of petroleum products.

An electric spark, under certain conditions, may be a serious consequence in the presence of fuel oil, distillates or gasoline, so that the practices adopted are unquestionably justified.

The double sectionalizing switch de-energizes both spur trolley wire and track thereby removing any potential hazard that might exist if the trolley

were left energized while the tank cars were being handled.

The double pole single throw switch, as it is described, consists essentially of two copper blades of the following dimensions, 1-4"x1-3"x12 1-8", suitably fastened to insulators for installing on crossarms attached to the poles.

One blade is utilized for controlling the trolley circuit, and the other for the track circuit. A standard maple sectionalizing insulator is inserted in the trolley wire and white fibre insulated joints in the track.

The trolley switch blade when closed permits the circuit to be completed or shunted around the circuit breaker and similarly the track switch blade permits the circuit to be shunted around the insulated joints, thereby allowing normal operation of the spur.

Both blades of the switch are operated simultaneously by means of a long pole permanently fastened to the insulated blade head, and can be padlocked in either open or closed position by the train crews.

The switch is normally kept open, so that the trolley and track are de-energized and is only closed when the spur is actually in use by electric locomotive.

Approximately 75 of the double installations have been made on oil spurs. A number of single insulating switches have been installed on spurs serving industries which operate clam shell shovels or other unloading or loading equipment which might come in contact with the trolley wire. The single switch installation provides only for an insulator in the trolley wire as it is not necessary to insulate or de-energize the track.

Modernized Jingle Bells

Blow that horn, blow that horn, jump upon the gas.
Oh, what red hot fun it is, another car to pass!
Roaring down a concrete road, the surface sure and fine.
Give her all that's comin', kid, we're touching eighty-nine.
Ninety-five the meter says, the speed laws all are hash,
Holy sweet patootie, but we're heading for a crash,
Toll, oh bells, toll, oh bells, keep tolling all the day,
For another sorry dumb-bell's busy being laid away.

—Cornell Widow.

Cross-Words As Enunciated.

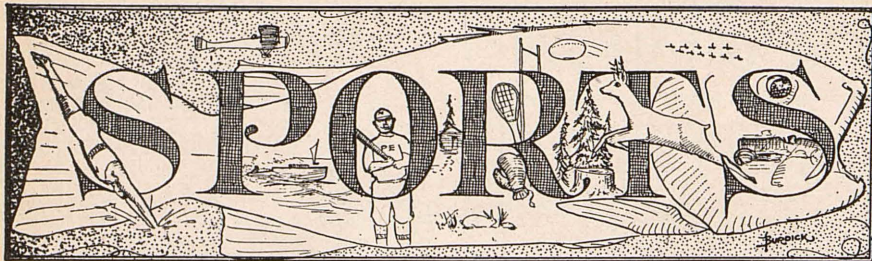
It is claimed that the Cross-Word craze will improve our vocabularies. "The Cross-Word Puzzle Book, Third Series," goes so far as to give a sample conversation between two addicts, as follows:

Mrs. W.—By the way, didn't I hear that your little Junior met with an accident?

Mrs. F.—Yes. The little oaf fell from an apse and fractured his artus.

Mrs. W.—Egad!

Mrs. F.—And to make matters worse, Dr. Bloop botched it so we had to trek into town for a specialist.



GREAT TRIP TO LAS VEGAS PLAN OF SPORTSMEN

An outing to Las Vegas, Nev., is the dish de luxe which awaits members of the P. E. Rod & Gun Club. Through the courtesy of the Union Pacific Athletic Association arrangements have been completed for a competitive shoot and rabbit drive for the week-end January 16-17.

Reservations are coming in at a rapid rate and already is assured the largest crowd ever to attend such an outing. In view of the big time promised and the small cost per member it is not surprising that so much interest is manifested.

The following bulletin by Secretary Charles P. Hill gives all the details of the trip:

Special sleepers have been chartered for the exclusive use of the Club and the party will leave from Central Station at 5 P.M. Saturday, January 16, arriving Las Vegas early the following morning. It is especially desired that the entire party board the train in Los Angeles not later than 4:45 P.M.

Breakfast will be had in Las Vegas, after which a joint Blue Rock Tournament will be held between the Pacific Electric and Union Pacific clubs. Luncheon will be served, and the sleepers will then be moved up the line by special engine for a Rabbit Drive.

Dinner will be served at Kelso in the evening, and the caravan will leave Kelso for Los Angeles at 9:25 P.M., arriving at 7:00 A. M. Monday morning.

For the convenience of members desiring to board or leave train at Pomona and San Bernardino, the train will leave Pomona at 6 P.M. and San Bernardino at 7 P.M. Train will arrive at San Bernardino Monday morning 4:10 A.M. and Pomona 5:39 A.M.

Music will be furnished during the trip by our own musicians. Through the courtesy of Dr. Weber, his portable radio is available for this trip and will enable us to enjoy the afternoon and evening Los Angeles radio programs.

All members who are in good standing not later than January 13 and dependent members of their families are eligible to make this trip, by registering and making a deposit at that time of \$2.50 for each person. Employees becoming members of the Rod & Gun Club not later than Wednesday, the 13th, will also be eligible for this trip. As the Club will have to pay for the sleepers as a whole, the charges for Pullman accommodations cannot be determined at this time, but it is an-

anticipated that \$2.50 will cover for the round trip, per person.

Expenses for meals will have to be taken care of by each one personally while on the trip.

As the number who can make this trip will necessarily have to be limited, it is urged that those members who desire to make the trip register as soon as possible.

Those who desire to rent guns should so state at the time of registering. These may be secured at \$1 and will be distributed at Las Vegas. This amount must be paid at the time of registering. Ammunition will be on sale at Las Vegas at \$1 per box.

Free transportation will be secured over the Union Pacific for employees and dependent members of their families. It is suggested that on account of the long trip, minor dependents be eliminated as far as possible.

ROD AND GUN CLUB PREPARES FOR PILGRIMAGE TO CAMP

Forecasting a successful and well attended camp season, the Rod and Gun Club have already approached Club Manager Vickrey for reservations at the Camp early in May. Many members have already expressed their intention of joining the party to participate in trout fishing, the season for which opens on May 1st.

It is the plan of Mr. Vickrey to begin early in the season pilgrimages by departments to the Camp. Ten such parties were entertained at the Camp last season and it is hoped to arrange even more of them during the coming vacation period.

"Bill" Stewart, Keeper at the Camp, writes to express his kind thanks for the many Christmas presents and cards which he received during the holidays. Genial "Bill" has made many friends in the ranks through his efforts to make the stay of employees at the Camp pleasant ones. This is his fifth winter as attendant.

While yet there has been little or no snow in the mountains, "Bill" advises that rainfall has been plentiful and that everyone is preparing for heavy snowfall during January and February. From thirty to forty inches is not an unusual fall.

Ventilation

"Who invented the hole in the doughnut?"

"Oh, some fresh-air fiend, I suppose."

"I paid the plumber the last installment today."

"Thank goodness! I can at last take a bath with a clean conscience."

MR. PONTIUS TO PRESIDE AT ROD & GUN CLUB MEETING

The next regular monthly meeting of the Pacific Electric Rod and Gun Club will be held at the Club's quarters, Pacific Electric Club, 514 East Eighth street, Wednesday, January 13th, 8 o'clock.

This will be the big event of the year, when all of the members and their ladies are expected to be on hand. Our Vice-President and General Manager, Mr. Pontius, has promised to greet us on this occasion and will hand out the various shooting and fishing prizes won during the year just closing. It is hoped that the entire membership will turn out and help make the event the greatest success yet.

A special committee has been appointed to furnish entertainment for the event and light refreshments will be served, in addition to a regular old-fashioned country store prize winning contest.

SAFETY OF RAILROADS

The work of railway employes has been safer this year than ever before and the record for safe handling of passengers has been better within the last three years than ever before, although not quite so good this year as last. Such is the report made to the Southern Pacific by the Railway Age, which compiled records that show the increase in the safety of railway operation. It is now only one-third as dangerous to work for the railways and only one-fifth as dangerous to ride on their passenger trains as it was twenty years ago.

In 1904 one man out of each 357 employed by the railways was killed. In 1914 this had been reduced to one employee in 538, and in 1924 to one in 1,164.

In spite of the increase in the number of motor vehicles even fatal accidents at highway grade crossings are beginning to decrease. There was a reduction of them in 1924 as compared with 1923, and in the first eight months of 1925 the number of persons killed at grade crossings was 1,324 as compared with 1,359 in the corresponding period of last year.

Ritualistic

Mary Lou was familiar with many games at Kindergarten, but church was a new experience. It was a ritualistic church and high at that. She looked deeply interested while the congregation went through the services standing, sitting, kneeling, and rising repeatedly. Then she decided to join in the game. The next time they knelt she popped on her knees in a flash and called out: "The last one down is a little nigger baby."—Harper's.

And Hard, Too

A lady writer is of the opinion that more women should take up the law. Quite a number of husbands still insist that the average woman prefers to lay it down.

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. 8

Jan. 10, 1926

CONTRIBUTORS TO THIS ISSUE

Fred PattonL. A. Motorbus Co.
N. B. VickreyP. E. Club
A. E. NorrbomFreight Dept
F. E. GeibelMech. Dept.
Leonard A. Biehler.....Engineering Dept.
Willis M. BrooksMech. Dept.
Daniel SanchezFreight Dept.
E. A. StevensMech. Dept.
L. H. AppelElectrical Dept.
C. K. BowenEng. Dept.
Geo. PerryAccounting Dept.
E. C. BrownWestern Division
F. J. OrivaTrans. Dept.
Geo. H. GraceTrans. Dept.
P. H. RiordanTrans. Dept.
L. R. SpaffordTrans. Dept.

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

THE fault we have found with Resolutions for the New Year is the fact that they are not kept. This for the very good reason that in making them too often the resolving one "takes in too much territory."

The intentions are commendably inspired, but the burden on will-power is too great, and in about two weeks—bang goes the whole shebang. And fifty weeks yet remain before time to make another set—to break.

And why not? Few, indeed, are there among us who can honestly hope to change the entire trend of our lives, the customs and habits of years standing, by strictly living up to a half dozen solemn "I will nots."

So this year, instead of firmly resolving that we will be industrious, courteous, generous, kind, truthful and a few more things that would overtax, why not let's make **one** resolution, the steadfast keeping of which would automatically encourage and aid in our doing all the worthwhile things of life.

"I will guard my health," we believe would be the one resolution, rigidly observed, that would bring more of the joy of living into the lives, not only of ourselves, but to others, than any we could make.

It is hard to be industrious, so necessary to success and happiness, if we are ailing from some infraction of the rules of health. It is difficult to be courteous if we're all upset from some over-indulgence or too severe strain put on either our mental or physical self. Discouragement, fatal accidents, unkind words and acts, yes, and even major disease or sickness may often be traced to some moment of weakness or failure to properly safeguard the greatest of life's possessions—Health.

It is not urged, or necessary, in a

A Travel Tip, A Wire, Result — Revenue

AS SHOWING the scope and breadth of solicitation forces of the Southern Pacific and what can be accomplished through tips furnished by employees, the following incident relates well how additional revenues can be attracted to our own company.

A few weeks ago David S. Gilmore, Clerk in the Transportation Department offices notified the local Passenger Department of the Southern Pacific of persons in Kansas City contemplating a journey to California. A wire was forthwith transmitted and a member of the company's forces in Kansas City immediately solicited the persons concerned. As a result, three tickets to California were purchased over our lines that might otherwise have gone to a competing company. And the revenue from three such tickets amounts to a very considerable sum.

C. L. McFaul addressed a letter to the management expressing appreciation of Mr. Gilmore's timely tip.

This incident opens another field of activity to the many employees of the Company supplying travel tips. Valuable business can be secured, not only from persons leaving California, but likewise from eastern points when we know of relatives or friends who are westbound.

EMPLOYEES IN HOSPITAL

It was not such a Merry Christmas for the following fellow workers who were confined at the Pacific Hospital, 1329 So. Grand Avenue, as the Magazine went to press:

Mrs. Irene Rose Cunha, Clerk, Terminal Freight Dept.; Carl Rodder, Car Clerk, Terminal Freight Dept.; Joseph McCue, Car Clerk, Terminal Freight Dept.; Frank Chadburn, Gardener's Asst.; G. R. Hurley, Brake-man, N. D.; Telforo Betancuet, Car Cleaner, Mechanical Dept.; Mike Gransos, Carpenter, Mechanical Dept.

The burden of their illness can be lightened if the immediate friends of the unfortunate ones above make it their business to pay them a visit. Visitors are welcome each afternoon and evening.

resolution to "guard my health" that we adopt too strenuous or far-reaching practices. If in this one resolve, we exercise just a bit more; eat just a bit less, and abstain somewhat, not necessarily altogether, from previous habits and customs which we know are detrimental to our well-being, our Resolution may well be termed a success.

And isn't it likely that our victory will enable us to take in just a little more "territory" next year?

CARRIERS SET TEN NEW HIGH OPERATING MARKS IN 1925

Ten new operating records were established by the railroads in 1925 in handling the largest freight traffic in the history of American steam carriers. A report of the past year's achievement embodying the records was submitted to the American Railroad Association last month.

The following are the high marks:

Handled the greatest freight traffic in history, measured by the number of cars loaded with revenue freight.

Throughout the year there were never less than 103,000 surplus freight cars and 4200 surplus locomotives in serviceable condition, thus eliminating transportation delays.

Record Freight Traffic

Handled the greatest freight traffic for any month on record in October, when it amounted to 44,061,988,000 net ton miles, exceeding by 2.2 per cent the previous high record made in October, 1924.

Reached a total of 1,124,436 cars loaded for the week ended August 29, the greatest for any one week on record, exceeding by 12,091 cars the previous high record made in the week of October 24, 1924.

The average daily movement of all freight cars in October was 322 miles, which exceeded by one and one-half miles the previous high record.

Loading of merchandise and miscellaneous freight, including less than carload lot freight, was the greatest during the year on record, exceeding by more than two million cars the record of one year ago.

On September 30 1,090,693 freight cars were moved, the greatest number for any one day in history.

The average load of freight per train for the month of August was 796 tons, the highest ever attained, being an increase of 26 tons over the previous record made in October, 1924.

Railroad taxes amounted to \$360,000,000, the highest for any one year on record.

Less fuel was consumed during the year in proportion to the amount of freight traffic handled than ever before.

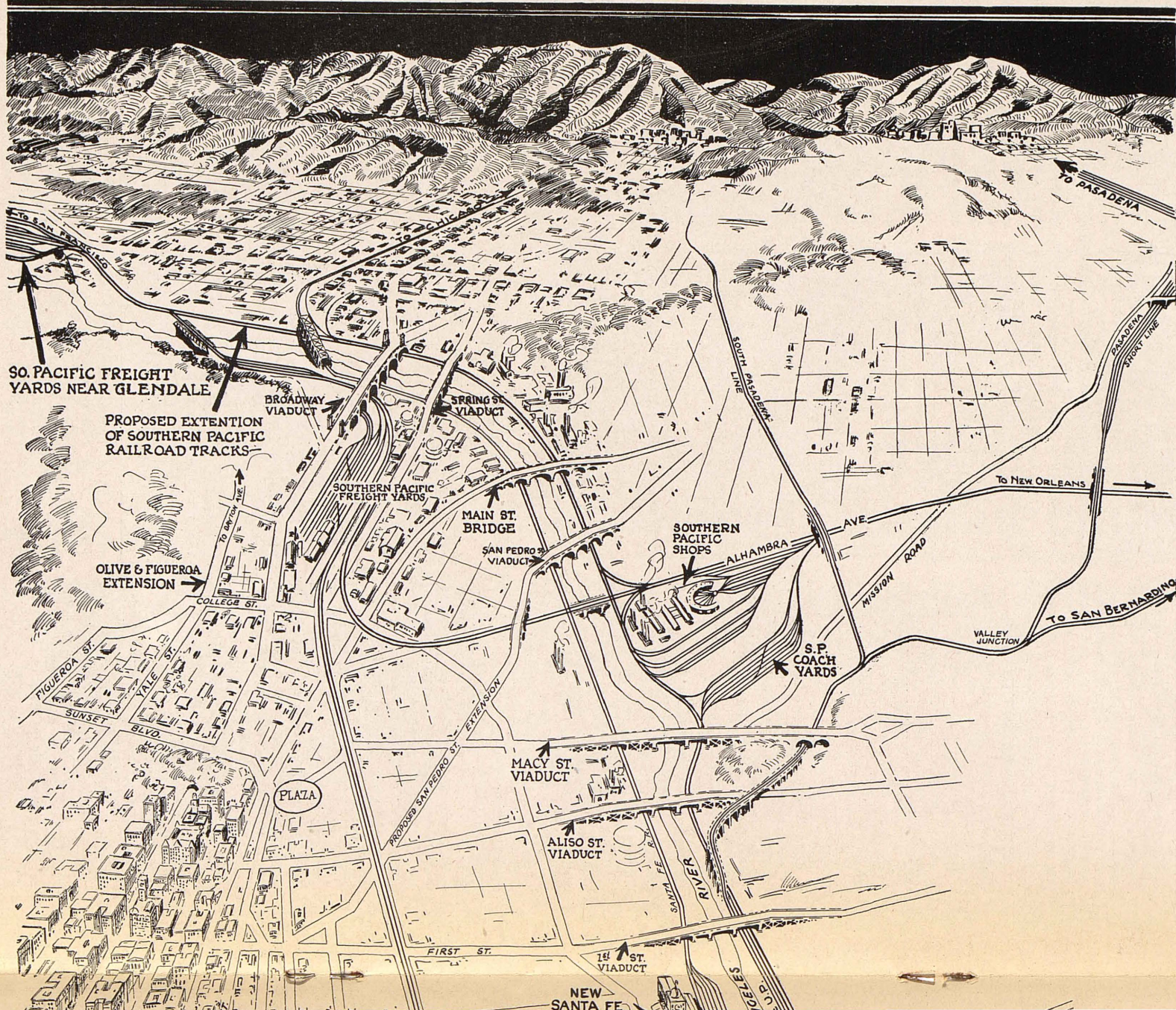
Large Capital Outlay

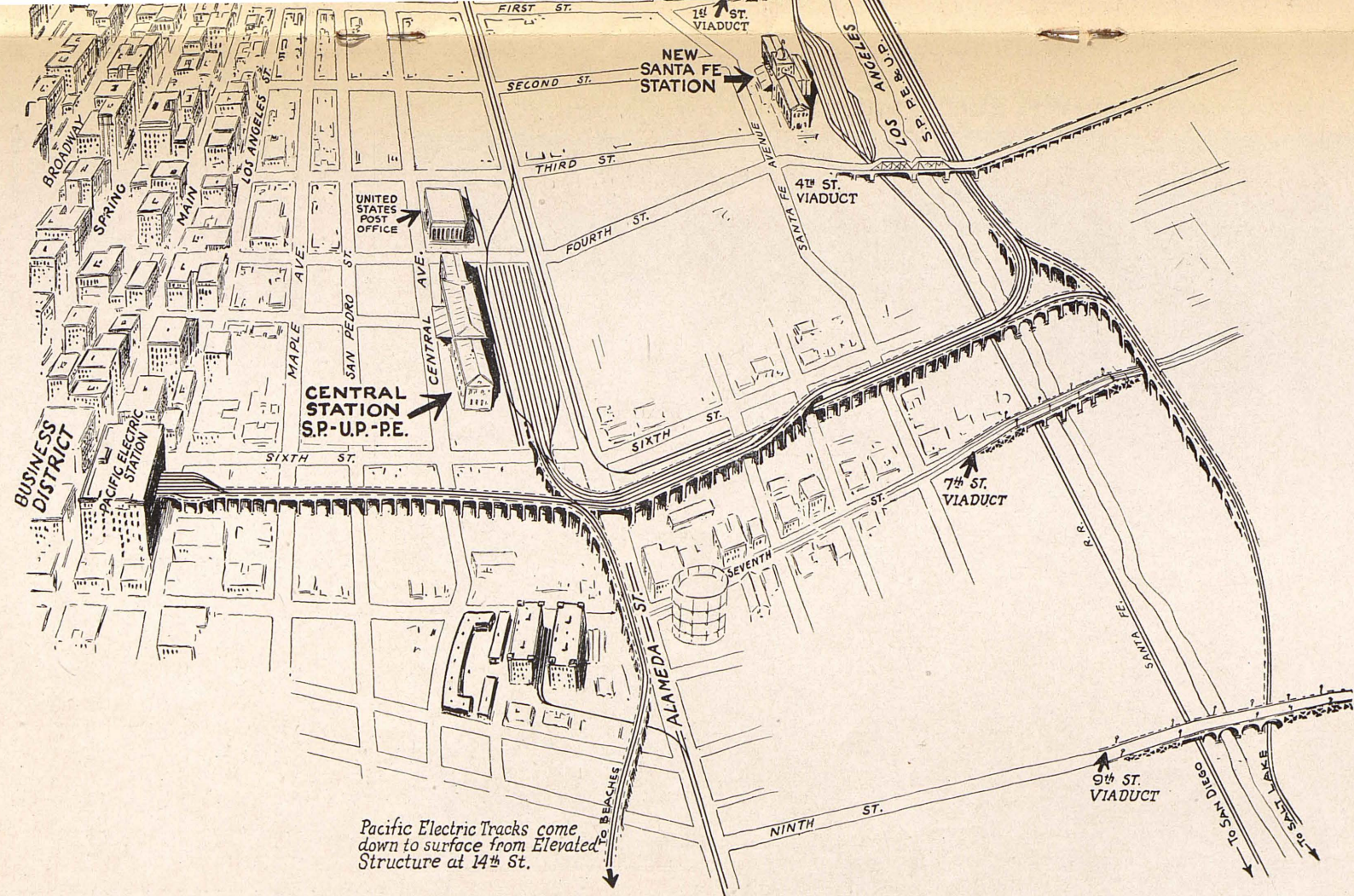
The ability of the railroads to meet 1925 transportation demands without difficulty, the report states, has, to a considerable extent, been due to the large capital expenditures which have been made for improvements in the past few years, not only in their equipment but to the plant facilities.

It is estimated that for the entire year 50,900,000 cars will have been loaded with revenue freight, exceeding 1924 by nearly 2,500,000 cars, or 5 per cent. For the first 49 weeks, loading of revenue freight amounted to 48,500,173 cars, an increase of 5.4 per cent over the same period last year. For the 49 weeks' period loading of revenue freight exceeded 1,000,000 cars in 19 separate weeks.

Once upon a time a fellow with a closed car passed up a beautiful flapper and offered an aged scrub woman a ride down town.

SKETCH SHOWING RAILROADS' PLAN





Outstanding Features of Carriers' Plan

1. Makes the Central Station a joint station for Southern Pacific, Union Pacific, Pacific Electric through passengers for points north, south and east of Los Angeles.
2. Pacific Electric interurban trains carrying only through passengers, mail, baggage or express for steam railroad connections, will operate into the Central Station.
3. Eliminates every grade crossing in Los Angeles for the Union Pacific, Santa Fe, Southern Pacific that any other plan would eliminate. In addition, removes from the streets of Los Angeles all Pacific Electric interurban trains from Main Street and east; 1200 interurban trains daily, amounting to 18,000 grade crossing movements; shortens running time for points north and east 7 minutes during ordinary hours of travel and 15 minutes during rush hours of travel; and on the south, 5 minutes during ordinary hours of travel and at least 10 minutes during rush hours.
4. A new station will be provided by the Santa Fe on its present site; the Central Station can be enlarged to take care of all needs of Union Pacific-Southern Pacific for many years to come; eliminates all steam line operation on Alameda Street, except industrial switching.

SANTA FREELY CARES FOR MEXICAN KIDDIES



Conductors' Accounts' Bureau young ladies again did their bit in providing Santa with gifts to Mexican children. During spare moments they made several hundred weird and amusing species of stocking cats. From left to right are seen: Irene Brundige, Jean Cochrane, Esther Craig, Edith Simeon, Helen Spafford, Josephine Livingston, Gertrude Hiles, Esther Quast, Winnie Littlefield and Blanche DeVore. Below is seen Miss Peterson gladdening the hearts of a host of young folks.



ENGINES and cars and wagons; balls and marbles and dolls; games and books and candies—and—

Swarthy little innocent faces, five hundred or more, abeam with joy that would make your heart glad to behold.

Such, thanks to the generous response of Pacific Electric employees, was the Christmas which gladdened and made joyous the lives of young Mexican Kiddies living in the Camps of the Company throughout the system.

Following quickly Club Manager Vickrey's appeal for toys and clothing for these young worthies came liberal and worthwhile donations from all points of the system. Within only a few days the amount received assured the best visit from old Santa yet experienced by these young people. Following the Company's practice candies, nuts and fruits were also distributed along with donated gifts.

As usual the bulk of the work of distributing fell to the lot of the Misses Karr and Peterson, and for days these ladies, who devote their entire time throughout the year looking to the comfort, health and well-being of Mexican families, were busily engaged in getting ready for the task of distribution. Through their thorough knowledge of the status of every family, number of children, ages, etc., the gifts were all distributed by Christmas day to the best advantage, just as any wise old Santa would do.

He knew that she would thank him not,

He cared not for her scorn;
He offered her his street car seat,
To keep her off his corn.

So you are lost? Why didn't you hold on to your mother's skirt?"
"I couldn't reach it," sobbed the child.

HEIGHT OF WAVES

We often heard exaggerated stories of towering waves during sea storms. Frequently we hear stories of waves having reached almost impossible heights. Speaking generally, these tales are just about as authentic as those told by Mr. City Fisherman as to the exact size of his catch.

As a matter of fact, it is extraordinary for a wave to attain a height of 70 feet, while the average size is considerably less. The mountainous waves encountered in the North Atlantic usually measure 40 feet, although the upward-shooting, quick-falling ones attain greater altitudes. The big waves of the North Pacific rarely measure more than 30 feet. The highest waves ever met in the South Pacific did not exceed 50 feet. Those in the Mediterranean seldom reach a height of 20 feet.—Exchange.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The December meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, December 2, at 2:00 p. m. The following members were absent: L. H. Covell, L. H. Newport, J. Hanselman, W. B. Phillips, H. L. Legrand, W. M. Brooks, Andrew Herskind, T. L. Wagenback, and F. E. Geibel.

Club Fund

Balance, 11-1-25	\$ 571.69
Receipts	1,107.25
Total	\$1,678.94
Disbursements	1,082.12
Balance, 11-30-25	\$ 596.82
Relief Fund	
Balance, 11-1-25	\$ 252.02
Receipts	466.29
Total	\$ 718.31
Disbursements	69.75
Balance, 11-30-25	\$ 48.56

Unfinished Business

H. R. Wilson, who was elected by vote to fill the vacancy made by the resignation of George Huppert at the Mechanical Department, Torrance, was present and duly authorized by the Executive Committee to serve for the balance of the Club Year.

E. H. Pierce stated that Jack Liston, residing at 954 S. Hemlock street, who has been ill for some time, would enjoy visits from those of his fellow employees who can find the time to call upon him. Mr. Liston has lost his voice to the extent that he cannot speak above a whisper.

Mr. Schermerhorn and Mr. Wilson of San Bernardino discussed carefully the advisability of putting in proper toilet facilities for the trainmen there. A careful estimate was given and Mr. Lovell promised to discuss the matter with Mr. Annable.

Mr. Brown gave a most excellent report on the entertainment given for the employees in and near Pomona on the evening of November 18, 1925. Owing to the many cases of sickness in Pomona, the crowd was not as large as at first was expected, but all who attended were loud in their praises of the splendid time they enjoyed, the pleasing entertainment given them, and the fine music rendered by the P. E. Orchestra.

Mr. Miller stated that the supply of wood furnished for the stove in the lower barn at the Sherman Terminal and the re-covering of the pool table have created a good feeling among the Trainmen at that Terminal. Heretofore it seems that the Trainmen at the Sherman Terminal were unaware of what benefits may be received through

the Club and to whom to make their wants known.

New Business

Mr. Peterson complained of the unfinished condition of the Trainmen's Room at Pasadena and was answered by Mr. Manley, who went into detail to explain the difficulties which have arisen in this matter and assured them that within a very short time these rooms will be ready for use by the men at that terminal.

Mr. Lovell gave a good report of the Dance which featured the Accounting Department at the P. E. Club on November 19. He estimated that the crowd was larger than that of the Mechanical Department the month before.

Mr. Manley asked Club Manager Vickrey to set an early date this coming spring that the members of the Rod and Gun Club may have an opportunity of visiting Camp at the first of the hunting and fishing season. Mr. Hodge seconded Mr. Manley's suggestion and said that the week-end trips had made the Camp so popular that everyone will want to visit Camp during the coming Camp season.

P. E. CLUB BULLETIN From January 10 to February 10, 1926.

Monday, January 11:

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

Tuesday, January 12:

Masonic Club meeting, 7:45 P. M.

Wednesday, January 13:

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

Wednesday, Jan. 13:

Rod and Gun Club meeting, 8 p. m.

Thursday, January 14:

Club Dance in Ball Room at the Club, 8:30 P. M. This dance will feature the following departments: Vice-President's Office, Frt. Traffic, Pass. Traffic, Claim, Hospital, Legal, Bldg., R. E. T. & R. News Bureau, Special Agents and Treasury Departments.

Friday, Jan. 15:

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

General Staff meeting at Club, 10:30 a. m.

Monday, January 18:

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

Wednesday, Jan. 20:

Trainmen, all divisions, will meet as follows:

Northern Division at Pasadena.

Southern Division at the Club.

Western Division at Sherman.

Thursday, January 21:

Club Dance in Ball Room at the Club, 8:30 P. M., featuring the Gen. Supt.'s Office, Car Service Bureau, Timekeepers and Telephone Operators.

Friday, January 22:

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

Monday, January 25:

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

Thursday, January 28:

Club Dance in Ball Room at the

Club, 8:30 P. M., featuring all the Mechanical Departments.

Monday, February 1:

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

Wednesday, February 3:

Executive Committee meeting, 2:00 P. M.

Wednesday, Feb. 3:

Executive Committee meeting at Club, 2 p. m.

Thursday, Feb. 4:

Southern Division Safety meeting at Club, 2 p. m.

Thursday, February 4:

Club Dance in Ball Room at the Club, 8:30 P. M., featuring the Purchasing, Stationary and Store Departments.

Friday, February 5:

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

Monday, February 8:

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

Tuesday, Feb. 9:

Western Division Safety meeting at Sherman 2 p. m.

Tuesday, February 9:

Masonic Club meeting, 7:45 P. M.

Wednesday, February 10:

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

Saturday, Feb. 13:

Agents Assn. meeting at Club, 7:45 p. m.

MANY EXCELLENT BOOKS ARE DONATED CLUB LIBRARY

The already well-filled and diversified Club library was reinforced last month by the addition of twelve excellent fiction works kindly and thoughtfully donated by H. A. Crocker. Grateful acknowledgement is extended to Mr. Crocker.

The books he turned over to our Library are as follows.

The Leather Pushers, H. C. Witwer; Judith of Blue Lake Range, Jackson Gregory; The Short Cut, Jackson Gregory; Under Handicap, Jackson Gregory; The Foaming Fore Shore, Samuel A. White; Big Timber, Bertrand W. Sinclair; North of The Law, Samuel A. White; Sundown Slim, Henry H. Knibbs; The Bar-20 Three; Clarence E. Mulford; Black Buttes, Clarence E. Mulford; The Orphan, Clarence E. Mulford; Buck, Peters, Ranchman, Clarence Mulford.

To Oren Glenny, of the Passenger Traffic Department, we are also indebted, he having further added to the library with donations of St. Elmo, by Augusta J. Evans, and the Last Days of Pompei, by Sir Edward B. Lytton.

P. E. MASONIC CLUB NOTES

The first meeting of the New Year will be held at the Pacific Electric Club, Tuesday evening, January 12, 1926, 7:30 p.m. Rev. Bruce Brown will deliver his inspiring lecture, "The American Flag".

At the meeting held December 8, the following were elected officers to serve during 1926: President, I. J. Williams; First Vice-President, J. Jackson; Second Vice-President, Wm. Moesby; Third Vice-President, G. B. Miles; Treasurer, H. G. MacDonald, and Secretary, L. H. Appel.

'Let Us Therefore Highly Resolve'

Victim Waxes Eloquent in His After-Christmas Gloom. Resolutions Wipe Slate, but Ace in Hole Paves Way in Case He Relents

By CHARLES K. BOWEN

CHRISTMAS has come and Christmas has gone. It is that satisfyingly peaceful period that immediately precedes the birth of the New Year. The bitterness of spirit that enfolded us in a cloud of daily increasing darkness over each successive appearance of what remained of the Christmas turkey—first as cold turkey, then as turkey croquettes, next as turkey hash and finally as turkey soup—has been dispelled by the knowledge that we have seen the last of that noble bird. It has not yet been succeeded by the even more Stygian gloom that is due with the influx of the onrushing flood of Christmas bills soon to overwhelm us.

It is, in short, the time for Good Resolutions, and at this great American indoor sport the writer desires not to lag behind, therefore he highly resolves as follows, to-wit:

Article I

Section 1. Never again to eat turkey in any form, shape or manner, no matter how disguised, and nothing hereinafter written to the contrary notwithstanding, Amen!

Section 2. Provided, however, that the above clause may, at the option of the writer hereof, be deemed to be outlawed by the statute of limitation upon the expiration of three hundred fifty-eight (358) days from date hereof.

Article II

Section 1. To erase from his list of prospective recipients of Christmas gifts for nineteen hundred twenty-six the following:

- (a) The In-law who wished unto him a peacock blue tie with white polka dots the size of a Mexican silver peso.
- (b) The outlaw who endowed him with a six months old police dog (only if this brute is identified with the force, it must be in the role of a plain-clothes officer—he resembling anything on earth except a police dog).
- (c) Lady friend of wife's who let fall a hint that the ideal gift for my wife's husband was a pair of these here, now, felt Romeo house slippers of Cinnamon bear brown with pink silk edging.
- (d) Husband of lady friend of wife's, mentioned in sub-section (c) above, who relayed a suggestion of his spouse that what was best cal-

culated to assuage a heart hunger in the bosom of my esposa was the gift of a nifty silk-lined sewing basket, outfitted with a cunning little German Silver thimble and a cute little pair of scissors. It subsequently developed that what she—Cla'a Maud—had in mind was a solid mahogany Martha Washington sewing table; something quite different—about thirty-seven dollars and ten cents different, in fact.

(e) Several dozen assorted friends, near friends and open enemies who took a mean advantage of him by sending him these so-called personal

Christmas tree an auto rdie through the busy highways of Los Angeles and environs unless it has been so wrapped and de-topped that not more than half of the same projects beyond the running board. This to avoid the many ribald comments of crossing cops to "log wagons," "camouflaged bootlegger vans," "Watinell do you think this street is, the great open spaces?" etc.

Section 3. Not to have any more Christmas trees, b-gosh!

Article IV

Section 1. Never again to persuade Cla'a Maud to brighten the existence

of a home-made mince pie by the introduction of a tablespoonful of rare old pre-war hootch, grudgingly doled out to me by a pseudo friend, himself full of Christmas spirits. The reasons actuating this resolution being:

- (a) Cla's Maud blamed me because it ate holes in two of her best aluminum pie tins; and,
- (b) The local Chief Snooper of the W.C.T.U. called while the pies were still in the oven, caught one whiff full in the nose as the front door was opened, staggered away to the nearest 'phone and reported Cla'a Maude for operating a one hundred proof home distillery. Only the fact that the internal revenue inspector, who promptly called to investigate, had a weakness for mince pie, saved us some unpleasant publicity. (I didn't care what happened to him anyway. I don't like revenue inspectors).

Article V

Section 1. To discourage any well meaning but misguided friends—or otherwise—from giving him presents of any sort at Christmas time. Pro-

vided, however, that should any one so far ignore his expressed wishes as to remember him with some little token of his or her regard—as the case may be—he, the writer, hereby turns loose the suggestion, which is in no sense a hint, that such token of regard be some trifle of a useful nature; such, let's say, as

- (a) A cord—or more—of wood (Apricot or Ucal—Eweal—Never mind, just Apricot will do) cut into two-foot lengths.
- (b) A box of Sun-Kist oranges.
- (c) A box of Sun-Kist grape-fruit.



engraved Christmas greeting cards, knowing full well, from past performances, that his cards would be the sort that came a dollar a dozen, no two alike, upon which it had been his custom to pen some intimate and original little friendly greeting; like, for example, "Wishing you a Merry X-mas and a Happy N. Yr."

Article III

Section 1. Never again to pay more than two dollars and fifty cents (\$2.50) for a five foot tall Christmas tree with the mange.

Section 2. Never again to give said

- (d) A 100-lb. sack of soft shell budded walnuts—not necessarily Diamond brand. Or,
- (e) Any similar useful or acceptable trifle.
- Section 2. Only the writer does not classify the following as coming under the head of useful or acceptable gifts as mentioned under subsection (e), Section 1 of Article V herein:
- (a) Peacock blue ties with white polka dots.
- (b) Any other color ties with " " " " polka dots.
- (c) Ties of any kind or description.
- (d) Pre-war hootch to be used to add strength to the character of an otherwise flaccid mince pie.
- (e) Any sort of Hootch for any sort of purpose. Knowing what happened to Cla'a Maud's pie tins, he can't afford to take chances with several hundred dollars worth of gold fillings in his teeth.

Article VI

Section 1. On his part, never to give any one a Christmas gift that could by any stretch of the imagination—be considered as useful; such as

- (a) A gift certificate on Wetherby-Kayser for the pair of shoes that Cla'a Maud has sadly needed since Thanksgiving.
- (b) A check for five dollars to his daughter, coupled with the suggestion that now she can get that pair of gloves she's been moaning about for two months.
- (c) An electric hand iron for the little woman—any little woman; be her poundage 100 or any multiple or fractional part thereof.
- (d) A mis-called "California gift-box" to any Eastern friend. Said box containing a tin of ripe olives (An Easterner requires ten years practice before he can eat a green olive without shuddering from stem to stern—and he couldn't learn to eat a ripe one in a million years), a carton of pressed figs, several handfuls of wormy raisins, and a dozen or more dropical prunes, shellac treated, and each choking on the half of a walnut. The whole selling for five dollars and six bits, postage extra—about two dollars and ten cents extra. Its a cast iron cinch that were the delighted recipient of one of these pomological gold bricks made to pay more than seventy-five cents for all the box contains, in his home burg of Baraboo, Wis., or Boston, Mass., he'd howl his head off, and justly so.

Article VII

Section 1. To solemnly keep inviolate each and every one of these resolutions till the end of the year.*

IN WITNESS WHEREOF the Resolutor hereof has hereunto set his hand and seal this 31st day of December, 1925.*

*Get the Ace-in-the-hole?

SANTA DOES HIS STUFF AT P. E. CLUB XMAS DANCE

The largest crowd of the year 1925 gathered in the Ball Room of the Pacific Electric Club on Thursday Evening, December 17, to enjoy the Annual Christmas Dance which is always given by the Club to its members.

At nine-thirty, Glen Cochrane, daughter of A. G. Cochrane, Terminal Foreman, Sherman, appeared on the stage which was decorated with a Christmas tree, and recited cleverly a message from Jack Frost. Miss Cochrane was assisted in her fairy dance by her little friend Jean Armer also of Sherman.

After the "Dance of the Fairies," the Ball Room was plunged in darkness while shadowy figures placed carefully wrapped packages and boxes of candy on tables at the edge of the stage. When Santa Claus appeared on the stage ready to distribute these gifts, the dancers were arranged into a grand march and each couple approached the presence of Santa with a beaming smile and open hands.

William Getz, of the Car Service Bureau, acted as Santa Claus in a most successful manner and has received so many compliments from his friends that he may consider a "professional Santa Claus career.

'SENSE DANGER AT RAILROAD CROSSINGS,' SAYS WRITER

Some very pertinent and enlightening facts on grade crossing accidents were related in a recent issue of Collier's Weekly, Myron M. Stearns being the authority for the following statistics therein cited:

In 1922, 706 grade crossings were done away with, at a cost of close to \$70,000,000. During the same year 4,560 crossings were added. "To do away with all the 260,000 grade crossings in the United States," Mr. Stearns points out, "would be a physical impossibility and a financial absurdity."

Three-fourths of all California accidents have occurred at open crossings where there is a clear view of the track in both directions.

Seventy per cent of the grade crossing accidents occurring in the United States occur in daylight.

In nineteen cases out of twenty the automobile is moving when struck.

In one instance out of every seven the train doesn't hit the automobile—the automobile runs into the train.

From checks made by railroads at crossings it has been determined that one driver out of four fails to observe full caution when approaching a railroad track. Only one in twenty passes over regardless and wins the right to be definitely classed as "reckless."

"But," as Mr. Stearns comments, "with 18,000,000 licensed automobile and truck drivers, even one out of twenty leaves us with nearly a million reckless drivers still loose in the land."

"The most dangerous crossings," continues Mr. Stearns, "the so-called 'death-traps' are, in proportion to persons using them, the least dangerous. A tremendous number of grade crossing accidents occur in rural communities, on tracks where there are few trains. Drivers approach such crossings too confidently."

Commenting upon the excellent work of the railroads, in reduction of accidents to employees, the writer pointed out that during the past twelve years such accidents had been decreased 54 per cent. Railroad officials have stated if the same response was forthcoming from the public that grade crossings accidents could be reduced 50 per cent in a single year.

Mr. Stearns concluded his article with this good thought:

"You and I must associate a sense of danger with railroad crossings. Anywhere and everywhere railroad crossings mean peril. Let the signal mean 'Danger.' There is a cure for absent-mindedness; a sense of danger will cut through it every time."

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—NOVEMBER, 1925

Passenger Revenue	\$ 979,623.65	
Freight and Switching Revenue	493,170.70	
Other Revenues	50,041.16	
Total Railway Operating Income.....	\$ 1,522,835.51	
Total Railway Operating Expenses		
Wages	\$776,158.68	
Other Charges	392,661.53	
Transportation for Investment—Credit.....	4,303.91	1,164,516.30
Revenue Less Operating Expenses.....	\$ 358,319.21	
Depreciation	54,586.94	
Taxes Assignable to Railway Operations.....	91,721.83	
Total Depreciation and Taxes.....	\$ 146,308.77	
Revenue Less Operating Expenses—Depreciation—Taxes.....	\$ 212,010.44	
Non-Operating Income	54,636.33	
Net Revenue	\$ 266,646.77	
Interest on Bonds and Other Debt.....	\$361,968.79	
Rent and Miscellaneous Income Deductions.....	119,062.95	
Total Deductions	\$ 481,031.74	
Net Loss for Month.....	\$ 214,384.97	
Net Loss for 11 Months.....	\$ 1,603,173.59	
Total outstanding Deficit as of Nov. 30, 1925.....	\$14,803,695.89	
Los Angeles, Calif., Dec. 28, 1925.		L. A. LOVELL, Auditor.

NO RADICAL CHANGES MADE IN 1926 MODEL RADIO

Radio fans will be pleased to hear that the 1926 model receiving set now on exhibition at radio shows throughout the country while improved, in many instances, does not embody revolutionary changes contemplated to make obsolete previously purchased outfits. Simplicity seems to have been the keynote of manufacturers, and such improvements as have been made can, in most cases, be added to and made an integral part of former models at comparatively small cost.

The following are highlights from the observations of Stuart C. Mahanay, an authority writing for the Country Gentlemen:

As to circuits, five-tube sets employing various forms of tuned radio frequency seem still to be the most favored by manufacturers. Some are using resistance-coupled audio-frequency amplification and this adds an extra tube, making six in all. Otherwise, with few exceptions, there have been no outstanding changes in the majority of those offered.

There were many different makes of devices designed to dispense with A and B batteries. Some were single units. Others combined both under the one cover. There were receivers with these devices made a component part thereof, and to operate the set it becomes necessary only to attach it to the nearest electric light socket and adjust the dials for the desired signals.

Many battery eliminators were on view, but the success and satisfaction which each type will give could not be ascertained by a show-case examination. The proof of the efficiency of such devices lies in the actual testing, connected to a radio receiver and the light socket.

There were many different styles of A battery chargers. A new type of particular interest is one which delivers a "trickle charge." In other words, the battery is being charged at a very low rate at all times except when it is actually supplying energy to the radio set, in which case the charger is disconnected from the circuit. Low-capacity storage batteries especially adapted for use with this charger are now being offered by practically all of the leading battery manufacturers. Both the battery and charger are so small that they can be put into the usual dry-cell compartment of any late-model receiver.

The visitor leaves one of these exhibitions with a feeling of assurance that the only changes which are now taking place in the radio world are those gradual ones which characterize the development of every scientific achievement that benefits mankind in direct proportion to the degree to which it is perfected.

Quick Thinking

Disgruntled Patron: "When I put the coat on for the first time and buttoned it up, I burst the seam down the back."

Tailor: "That shows you how well our buttons are sewed on."

18

Desperate Bandit Landed By Nervy Employee

BANDITS, "doing their stuff," judging by the grief that befell one of the lightfingered gentry last month, had best choose a location quite far removed from our Main Street station.

Why? The plucky Orville Newhouse, switchman on viaduct, is working the night shift. Here's the story:

In dire need of funds, E. Wesley, with a bad reputation for similar exploits, entered a haberdashery on East Seventh, where, with a "mean" looking weapon to dictate the wisdom of doing his bidding, held up the proprietor of funds on hand. With pockets bulging, the bandit, feeling the urge to put space behind him, started east on Seventh Street, where a parking station attendant, noting his hasty retreat, attempted to stop him. A well directed blow from the bandit's pistol butt put that pursuer out of the race.

In the meantime others took up the chase and yells to "stop him" attracted Newhouse's attention to the fleeing one, who was headed north on Los Angeles Street. Sensing that the pursued party would attempt to make his get-away through the terminal yards, Newhouse descended the rear viaduct steps. Sure enough, Mr. Bandit had run through the terminal yards and eluded his trailers by scaling a ten foot fence. That is, he had eluded all but one of them.

Unarmed himself, Newhouse bravely disregarded the gun being flourished by the desperado, and undismayed, tore into his heavier foe. A blow from the weapon struck and felled him, but he clung on and fought for the possession of the gun, which he finally secured, but only after receiving several blows about the head.

When the well-winded searching party arrived several moments later, their eyes beheld a cowed burly with hands aloft backed against a fence with Newhouse this time doing the dictating with the urge of the bandit's gun.

A few days in the Pacific Hospital sufficed to bring Newhouse around in good shape. He received hearty congratulation for his display of courage, General Superintendent Annable being among those to commend his action.

Mr. Bandit will not need to bother about a change of address card for the next ten years.

Breakers Ahead

There was a young lady from Banker, Went to sleep while the ship was at anchor,

She woke in dismay when she heard the mate say,

Hoist up the main sheet and spanker!"

—Hogan's Alley.



Orville Newhouse

"VOICE OF AMERICA" SHOWS RADICALISM FALLACIES

When former Senator George Wilder Cartwright, the author of the Cartwright Anti-Trust Law, wrote the little book entitled, "The Voice of America," he did not dream that within a few weeks orders for the book would come from New York, Chicago, and even Mexico, nor that letters of praise from men and women in every walk of life would come pouring in. Yet that is exactly what happened.

It is the first book published that explains the economic meaning of the Constitution of our country. In simple, common sense language that makes it a joy to read, the author has woven into it a fine and helpful philosophy. The book tells the poor man how to succeed, and it gives the rich man a broader view, a finer judgment. It exposes the folly of bolshevism, communism, IWWism and kindred doctrines of desolation and despair with kindly, but irresistible logic, that leaves no room for argument. The book presents the supreme challenge to radicalism in this country. Those who do not like America will not like the little book.

But it is in his analysis of the meaning of the Constitution as applied to the every day affairs of men and women—the right of the citizen to mold his own life, to strive and save, the inviolability of the freedom of contract, the right to achieve without stint—the simple steps that help men and women to succeed under the Constitution—it is in these that the author has rendered a distinct service to the American people. Every one of us should know something about our Constitution.

It is a rare book, comprising within a few pages a vast amount of information and appeal of vital importance to our National life. A boy in High School or College can read it many times profitably, particularly in the preparation of his address in the oratorical contest. Teachers, ministers, lawyers and speakers will find in it a compelling inspiration, while all will gather valuable suggestions to help in the struggles of life. The chapter devoted to the elements of success, to say nothing about the complete copy of the Constitution with all amendments to date, is worth many times the price of the book.

Rates Cheaper Than Abroad

A comparison of railroad and sleeping car fares in the United States and Europe shows that passenger transportation charges in this country are substantially lower than first-class rates abroad.

Reduced to a mileage basis, passenger rates—including sleeping car charges—in England average 6.3 cents a mile, while in our country rates average approximately 4.8 cents a mile. Rates in Continental Europe are much higher than in England.

In addition, in the United States every passenger is entitled to 150 pounds of baggage while in Europe, except Great Britain, every pound of luggage—except ordinary hand luggage—must be paid for.

Viewing The Eastern Railways

Problems and Practice of Railways Afield Show Company Abreast With Latest Modern Trend

By F E. GEIBEL,
Asst. Mechanical Superintendent

AFTER a three weeks trip visiting Denver, Kansas City, St. Louis, Chicago and Indianapolis, experiencing zero weather, snow and ice, and returning just in time to enjoy such a wonderful New Year's Day, makes one want to sing, "I Love You California."

While the cold was not so noticeable, as on a visit one can remain indoors most of the time, the smoke and dirt from the burning of so much soft coal and the stuffiness and lack of fresh air in the homes and offices is very noticeable to one accustomed to the California climate.

Higher Fares

The street railways of the above named cities are receiving higher fares than any Coast property. In two of the cities the cash fare is eight cents with two tickets for fifteen cents. Two others get a straight seven cent fare and one a seven cent cash fare, with four tickets for twenty-five cents, and a charge of one cent for a transfer. The Chicago elevated fare is ten cents. The independent bus systems are getting a straight ten cent fare, while the busses operated by the street car companies are charging the same as the car fare. All of the street car companies are operating busses as feeders to the car lines, but none as extensively as the Pacific Electric.

The eastern properties are all facing the same problem of the lack of off-peak business. Much study is being given the problem of selling this off-peak service back to the automobile rider. In addition to this effort, further strides are being made to reduce the operating costs during the off-peak hours. Several of the companies have arranged their standard cars for one-man operation during off-peak hours. To facilitate unloading through rear exit in such cases the exit door, operated by foot treadle, has been developed.

The prevailing street car color is yellow, in two shades, while some of the properties are behind on their painting program, the cars are being kept in very good mechanical condition. The single-end operation car in use in most of the cities with doors only on one side and with non-reversible seats shows a lower maintenance cost than the double end cars. In two of the cities the cars are heated by means of a coal burning heating system installed on the front platform. The motorman, in addition to his other duties, is the fireman. Even with the dirt and smoke the cars are reasonably clean. However, smoking is not permitted on the cars on any of the systems visited. The cars were entirely free from newspapers on the floors and there was an apparent effort to keep the curtains adjusted to a uniform

height. This was evidently being done by the trainmen at the end of the lines.

While shop practices were found to be very similar to our practices, in no case were shops found to be the equal of our Torrance shops. In all cases at least 75 per cent of the equipment was being stored outside of car houses.

The interurban systems operating out of Indianapolis have suffered some from bus competition. The traffic on these systems is somewhat different from that on the Pacific Electric. They handle more of a main-line business, competing with the steam roads, even to the extent of operating sleeping car service. The competing bus systems did not appear to be in such healthy condition as several cases of application for increased fares were pending before the Public Service Commission and other cases for approval were being considered.

Motor Coaches

With the exception of the Chicago Motor Coach Service, few of the bus systems have been operating as long as our own. Most of them were still on the first wear of new buses and had not determined on any maintenance policy. The general types are the same as used on the Pacific Coast. The newer types of double deck buses being operated by the Chicago Motor Coach Company had the upper decks totally enclosed. This is being done on account of the great decrease in travel during bad weather. In most cases the buses carried only a seated load, allowing no standees.

While most of the companies were providing some form of group insurance, in no case did the benefits equal that available to a Pacific Electric employee through our group insurance plan and our own mortuary fund. Our medical department offers facilities exceeded by none of the other companies visited. No other company offers as extensive club quarters as our P. E. Club, and none of the employees' clubs are as extensive in the scope of their activities. The description of our vacation camp was very interesting to the eastern companies, and none could offer the privileges of a similar camp.

In all it is good to be living in California, and to be identified with such an organization as the Pacific Electric Railway.

Berrying Time

"Is dat so what I hears 'bout Brother Zike bein' dead?"

"Sho is."

"Now, ain't dat bad. When is de internment?"

"Dey ain't goin' intern'im."

"What dey goin' do wid 'm, den?"

"Dey goin' to incriminate 'm."

SPECIAL SERVICE PROVIDED ORPHANS IS PRAISED

Service, well and courteously performed, elicited the following letter from J. A. Plumadore, Commanding Officer of the U.S.S. Tennessee, after a trip given by the vessel personnel to McKinley Home orphans, who were treated royally aboard Uncle Sam's fighting ship:

"At this season of the year when it is the custom and habit to greet strangers and friends alike with the cheery smile and good wishes, one is wont to overlook good service well performed by taking it for granted that it is merely a part of the spirit of the season. But there is a brand of service and a manner of performing it that will attract attention at any time and it is of that that I am addressing you.

"As you know, this ship made arrangements through you for a special train to carry orphaned children from Hollywood to San Pedro and return on Christmas day. Representing the U.S.S. Tennessee Christmas party, which is indeed the whole crew, I wish to thank you for the splendid co-operation of the Pacific Electric in transporting our orphan guests and also to commend the train crew for the part they took in the proceedings.

Conductor A. C. Noble, No. 2696, was in charge of the train, and himself and his assistants gave a demonstration of what courteous, painstaking, conscientious service can really be given the public by public carriers. The assistance rendered by these men to the committee in getting the children on and off the train, and in looking after their safety and welfare while on the train, was so much finer than what one usually receives that I could not justly let it pass without comment. With such employees to bear the standard, it is easily understood how the Pacific Electric upholds her reputation for service."

SIX DEATHS IN DECEMBER

Six deaths, the greatest number for any one month of last year, occurred in our ranks during December.

Those whom death called and to whose bereaved families we extend our sympathy, are:

John Johnson, Watchman at Torrance.

Fred Schultz, Electrician at San Bernardino.

Genonove Hernandez.

Merton F. Brown, Brakeman, Southern Division.

James Richardson, retired, formerly of Mechanical Department.

William T. Chapman, Brakeman, Southern Division.

Beneficiaries of all received Group Insurance payment and five were members of Mortuary Fund. The total insurance paid amounted to \$13,737.50.

Seventeen employees are now receiving monthly disability payment awards of either \$86.25 or \$51.75, dependent upon amount of insurance carried.

A danger sign can't talk, but it's not so dumb as the fellow who disregards it.

DEPARTMENTAL NOTES

NORTHERN DIVISION NOTES By P. H. Riordan

The serious, but successful operation undergone by Conductor G. Foster at the hands of our Medical Staff brought forth the following commendation from him:

"I wish to express my appreciation of Dr. Weber and efficient staff for the very capable manner in which my case was handled at the Pacific Hospital. My complete and speedy recovery may be attributed to the skillful and painstaking care I received at the hands of all concerned.

"I came in contact with a number of patients at the hospital and all expressed the same feeling of appreciation for the excellent care received and I personally am deeply grateful."

Among the late vacationists who returned to work last month were: Switchman A. R. Reed, Motorman G. Lankin and Conductor K. C. Kemp.

A. Z. Clark, Agent at Rubio, had the pleasure of a visit from his son Edward during the holidays. The junior Clark is a student of Colorado College.

Conductor R. F. Bird, who recently received painful burns when he fell against a heater, is getting along nicely now.

MECHANICAL DEPT. NOTES By Willis M. Brooks

If no news is good news, then the Mechanical Department should be congratulated, for everywhere the main response was, "Well everyone had a wonderful Christmas, and I guess that's about all I know."

We did learn, however, that Frank Miller of the Truck Shop is rolling around in a new Chevrolet Sedan. That's one over on Jack McEwing who is still touring in an ancient open-faced Buick between Torrance and Redondo.

It's hard to stump a good man. Recently the 1132 came into the shop with a smashed switch group, caused by a slight argument with a truck. A new switch group was not obtainable in time to suit Harry Clark, Electrical and Airbrake Foreman, so he proceeded to lay out and make a new one himself, with the result that car 1132 is nearly ready for service again instead of being tied up in the shop.

We are happy to report Jack Liston is now showing a general improvement. Everyone in the shop hope to see him soon on the job again.

Frank Butts, formerly with the Mechanical force, was recently renewing old acquaintances at the Torrance shops.

Al Penwall is spending his vacation in Omaha.

Frederick B. Schultz of the San

Bernardino Mechanical force passed away Saturday morning, Dec. 5, 1925, of apoplexy, terminating 5 years' service with the Pacific Electric. Besides being a skillful mechanic, he was universally popular with his fellow workers and enjoyed a wide acquaintanceship in the Eastern Division.

Another old timer passed on to his well earned reward in the person of James (Dad) Richardson, who died at the Pacific Hospital on Dec. 22nd, after a lingering illness.

We will all miss brother Richardson, but in reporting his death we have no regrets to offer. He had run his race. His last days were filled with pain. The sweetness and tolerance of his disposition, his helpfulness and Christian charity has earned for him a place in a brighter and better world than he found in the rough and rugged road he traveled here.

F. E. Geibel, Assistant Mechanical Superintendent, returned to Los Angeles on Dec. 30th, after an extensive eastern trip.

Long Beach and Harbor Items By V. Swartz

One of the smartest weddings of the season was solemnized at Long Beach on Dec. 21st, when our genial Forelady, Mrs. Octavia Sheldon, became the bride of P. E. Scribner, Conductor on the Southern Division.

The ceremony was performed by the Rev. Dr. Burch before a small group of relatives and friends at the bride's home, which was beautifully decorated for the occasion. After the ceremony, a wedding dinner was served, followed by a reception.

Mr. and Mrs. Scribner are motoring north on their honeymoon, stopping en route at Del Monte and San Francisco. They will make their home in Long Beach.

"Smiling Bill" Griffith chief of our switching crew, is off on his annual vacation in the wide open spaces.

Miss Susie Wooster is back at her desk after a two weeks' absence on the sick list.

Dave Conrow is off duty on account of sickness.

Those two Knights of the Roaring Road, Walter Mooney and Archie Ross, recently returned from a motor trip which included everything from Tia Juana to San Francisco. Needless to say that new bus was well protected with Walter at the wheel and Archie on the anchor.

Walter, who now swings a "wicked" golf stick, is completely "sold" on the country around Monterey, especially Del Monte, which has one of the best golf courses in the State.

Our old friend, Motorman "Tex" Moore, appears to have again regained all his youthful pep and vigor following a siege of pneumonia and is back on his regular run.

Mrs. Bessie Dilcom has been appointed Forelady at Long Beach, succeeding Mrs. O. Sheldon, resigned.

ACCOUNTING DEPT. NOTES By George Perry

The girls of the Conductors' Accounts Bureau had their usual Christmas party, with venerable Daddy Briggs acting as Santa Claus. There were pleasing gifts for all, everyone was very happy and all declared that they are sorry that Christmas comes only once a year.

Harold Reush, Disbursements Accounts Bureau, left the service Wednesday, December 23rd, to return to school. He intends to go to the Oregon Agricultural College with hopes that he may be able to make the football team in the second year. He was star man on the Long Beach High School football team for two years. Harold is also a good track man, sprinting being his specialty. Last year at the P. E. picnic he won the 100-yard dash against some very stiff competition. We have no doubt but that he will win more laurels with the Oregon Aggies.

Jack Alexander, Miscellaneous Accounts Bureau, also left the service in December in order to return to school. His ambition is to become an Electrical Engineer and he is going to attend an Engineering School in Fort Wayne, Indiana, to fit himself for that vocation.

His duties are now being performed by William Scholl.

E. L. Williamson, Disbursements Accounts Bureau, who has charge of the Record Room, was laid up for a few days with a sprained ankle. While trimming some trees which surround his home he accidentally fell and twisted his ankle. We trust that the slight limp which he still has will soon disappear.

B. Bastian, Freight Accounts Bureau, left the service Thursday, Dec. 10th, very unexpectedly, to accept a position with the Pan American Petroleum Co. We wish her unlimited success.

The latest winter styles are in evidence in this Department as four of our boys may be seen at any time during the day arrayed in the very widest of Oxford bags (two skirts sewed together).

Xmas vacations as follows:
Mrs. Dayle, Crawfordville, Ind.
Andrea Nielsen, home.
Robert Johnson, home.
Albert Eurich, Long Beach.

We extend our deepest sympathy to Mr. F. E. Loucks and family upon the death of his beloved mother, who recently passed away in the east.

ENGINEERING DEPT. NOTES
By L. A. Biehler

Christmas week is usually a busy one for the Misses Karr and Peterson, Nurses in charge of Mexican Camps, but this year found their task the largest ever. Donations of clothing and toys, together with preparing the usual Christmas stocking provided for Mexican children by the Company, made their work more arduous. However, they completed delivery to all Camps by Christmas day.

Some departments even donated money, which was used for purchasing stockings. Receipt of clothing was so heavy as to leave some on hand, which will come in handy for later delivery.

Employees are requested to keep these children in mind and anything useful and worthwhile will be placed to good advantage.

Wesley Roland Shaw, Jr.—born December 20th—weight 7 lbs. in fighting togs. Mother and babe are doing nicely. Congratulations, "Doc."

T. L. Wagenbach and family are spending a delayed vacation with his parents in Sacramento.

WESTERN DIVISION NOTES
By E. C. Brown

The trainmen of the Western Division wish the entire P. E. family a Happy and Prosperous New Year.

Start the New Year right by attending the "get-together" trainmen's meeting at Sherman January 19, 8 p.m.

In the Municipal Employee's Magazine of Dec., 1925, appeared an article by Officer H. H. Young, an ex-P. E. conductor, on the danger of jay walking. Friend Young was highly complimented by Police Chief Heath for saving the life of an old lady on November 11.

"It won't be long now," say the boys of Sherman about Conductor E. W. Pont, who is seen frequently carrying a beautiful bouquet of owers.

Step up, boys, and place your bets. Conductors Gourlie and Crittenden have decided to quit claiming the faster Ford and race it out in the good town of Van Nuys. They do say the natives there are all "het up" about it.

7TH ST. WAREHOUSE NOTES
By Daniel Sanchez

Seymour Lipschultz, Cashier, is the proud Daddy of a baby girl which came to his home on December 21st.

Through the kindness of the Club and management our Jinks held at the Club on December 18th was a happy event for all in attendance. The P. E. Orchestra played splendidly and refreshments and games went to round an evening not soon to be forgotten.

The two young daughters of Earl Lowe, Checker, each favored with a recitation, while Helen Lopez and Jack

Nationwide Traveler Likes P. E. Service And Tells Good Reasons Therefor

Naturally, a little word of praise, from the patrons we strive to serve faithfully and well, is always appreciated. The commendatory letter quoted below cannot fail to give us all a little thrill of pride and satisfaction, so sincere and brimful is it with praise of Pacific Electric service. The writer, Mr. Harry E. White, prominent in motion picture circles, is a man whose business calls for extensive traveling, which lends authenticity to the following remarks he kindly saw fit to address the management:

JUST about a year ago upon return from quite an extensive trip through the middle west I wrote you complimenting the Pacific Electric and its Management on the service it was giving Los Angeles and the surrounding country served by its lines.

Three weeks ago I returned from another trip that carried me over most of the U. S., during which trip I rode many miles of electric lines in many parts of the country. Included among them were—(here the writer named 12 prominent eastern electric railway systems).

In all I think I rode about 4000 miles on the various lines, so am in a reasonably good position to compare service, equipment, roadbed and so on. The — line has a fine road bed, the service is good, but the cars are old and light; therefore I think P. E. outranks them. The — Ry. just put into service some splendid new cars, and are making a great effort to serve their territory well. Their cars, while of a slightly different type than the P. E. cars, are, I think, fully as good as your larger ones, but their track is so rough that it seems a shame to rack these new cars to pieces over it.

With the exception of these two lines, which, considered from all points are not superior to P. E. lines, but might be considered equal, all of the other lines are so far behind in every way that it would be very difficult to draw a comparison without minute analysis.

With lots of other citizens of Los Angeles I inspected the new P. E. Subway yesterday, and had a ride through it. Again I must say, as I did a year ago, that I am quite proud of the P. E.'s progressive spirit in keeping up with Los Angeles, and wish them well, indeed, every one from the track inspector to the President (including, of course, the Vice President and General Manager). I can't help but believe, if the traveling public knew of P. E. Service, more of them would use it in preference to buses on long interurban trips. I prefer it greatly.

Since I have returned I have had occasion to use only the Pomona, Pasadena and Hollywood Lines, but it seems to me that there has been a marked improvement in the courtesy of the Conductors since I rode P. E. Lines a year or so ago.

Anyway, thanks for the ride through the subway yesterday, and the seasons greetings for you, and all the P. E. Family.

Signed (Harry E. White.)

Domestic Science

Give me a spoon of oleo, Ma,
And the sodium alkali,
For I'm going to make a pie, Mamma!
I'm going to make a pie
For Dad will be hungry and tired, Ma,
And his tissues will be decomposed;
So give me a gram of phosphate,
And the carbon and cellulose.
Now give me a chunk of casein, Ma,
To shorten the thermic fat,
And give me the oxygen, Ma,
And look at the thermostat.
And if the electric oven is cold
Just turn it on half an ohm,
For I want to have supper ready
As soon as Dad comes home.
—Farm Journal.

Grimand showed us how the Charleston really should be danced.

Employees here wish to take this opportunity of extending to the management their full appreciation of the many favors granted during the past year and to wish all a most successful and happy New Year.

The Proud Father

"Now I don't say this because he's my child—if he was anybody else's, I'd say just the same thing—but I want to tell you, that kid's got one of the best brains that I ever saw in my life. The way he reasons things out, and everything. Now, you take this morning, he was there in the room while I was getting dressed. He wasn't saying anything, just sort of standing around thinking. I didn't say a word—just waited to see what he'd do. Sure enough, right out of a clear sky he came with "Daddy, what makes the choo-choo go?" He calls trains choo choos—always has. Well, sir, you could have knocked me over with . . ."

We've Been There

"Here's something queer," said the dentist. "You say this tooth has never been worked on before, but I find small flakes of gold on my instrument."

"I think you have struck my back collar button," moaned the victim.—Siren.



Experienced single white man to milk and drive Ford truck. Ring Hadley 1213.

Mother: "Johnnie, your face is nice and clean, but how did you get your hands so dirty?"

Johnnie: "Washin' me face."

No! Indeed!

"How about some nice horse-radish?" said the grocer to the bride.

"Oh no, indeed! We keep a car." —Exchange.

Guest: "It isn't often I get as good a meal as this."

Willie: "We don't either."

"Are you in favor of women taking part in public affairs?"

"It's all right if you really want the affairs public."

"Sonny, said Dr. Wick to a Burnett youngster, "what shall I bring you, a brother or a sister?"

"If it is all the same to you, Doctor, I'd like a pony."—Exchange.

Brute!

Wife: "Judging by this article on electricity, very soon we'll get all we want by touching a button."

Hubby: "You'll never get anything that way because you never touch a button. Just look at my shirt."—Exchange.

And Nobody Else A-Tall

"Rastus, who is dat solvent lookin' gen'man speculatin' up and down de ailes wid dem gold rimmed obstacles?"

"Don' yuh organize him?"

"No, Ah don' organize him. Ah's never been inducd to him."

"I'se francised you don' organize him. He's de mos' confiscated man in dis whole diaphragm. Dat's de new pasture ob our chu'ch."

A lot of us make the mistake of telling the boss how valuable we are, instead of showing him.—Boston Institute.

Perhaps

When a man says "I run things at my house," he may mean the washing machine and the furnace.

Depends

"What a dear little boy! What do you call him?"

"It depends on wot 'e does."

Teacher (to little boy): "How many animals have you at home?"

Little Boy: "Four: Mamma's the dear, baby's the lamb, I'm the kid, and dad's the goat."

Obvious

Teacher: "I have went. That's wrong isn't it?"

Pupil: "Yes ma'am."

Teacher: "Why is it wrong?"

Pupil: "Because you ain't went yet."—Selected.

Children

I believe that children's voices make the sweetest music known, And the heart of me rejoices in each silver lining tone

Coming to me through the window from the little ones at play, Till I feel that God and heaven can't be very far away.

Plants Abandoned

"Municipal ownership has had its widest test in the electrical field. The answer to its efficiency is shown in the fact that something over 860 of these plants have been shut down, sold or junked because they could not render service as cheaply nor as effectively as private companies."—Lucius S. Storrs.

"Didn't I see you going down the street the other day with an apple in your hand?"

"Quite so, old chap. I was going to call on the doctor's wife."

Jackson—"The idea of letting your wife go about telling the neighbors that she made a man of you! You don't hear my wife saying that!"

Johnson—"No, but I heard her telling my wife she had done her best."

Don't Worry

It is not work that kills men, it is worry. Work is healthy; you can hardly put more upon a man than he can bear. Worry is rust upon the blade. It is not the revolution that destroys machinery, but the friction.—Henry Ward Beecher.

Judge: "You are charged with throwing your mother-in-law out of the window."

Prisoner: "I done it without thinking, sir."

Judge: "Yes, but don't you see how dangerous it might have been for anyone passing by at the time?"

Wear a Smile

When the world is upside down,

Wear a smile;

Doesn't pay to frown,

Wear a smile.

When you're feeling sad and blue—

And your friends have failed you too—

Wear a smile. —Ex.

Judge: Rastus, you say this man assaulted you?

Rastus: Yes, sah. He knocked me down and ah got up, an' he knocked me down and kicked me an' ah got up, and he knocked me down again. Ah tell you, judge, ah nevah got so tiahed of a man in mah life.

Seen on the Back of Fords

"Vibre 8."

"The Ingersoll of Autos."

"Oil by Myself."

"Sick Cylinders."

"The Stuttering Stutz."

"Fierce Arrow."

"100% A Meri Can."

"Danger! 20,000 Jolts."

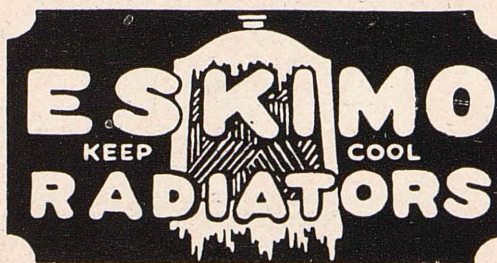
"Honest Weight—No Springs."

"Dis Squeals."

"Pray as You Enter."

—The Office Cat.

Manufacturers
of
Eskimo Cores
for
Automobiles
Aeroplanes
Trucks
Tractors



EAGLE RADIATOR MFG. CO.
133 W. Venice Blvd. Westmore 5975

Repairers
of
Radiators
Fenders
Lamps
Gas Tanks
Sheet Metal Work

Special Discount to P.E. Employees

Start the New Year Right With Correct Time Trade in Your Old Watch

Always a complete stock on hand, we begin this year with a larger and more varied stock than ever before. We know the needs and specialize in those watches best suited to railroad service.

We invite Pacific Electric employees to open an account with us.

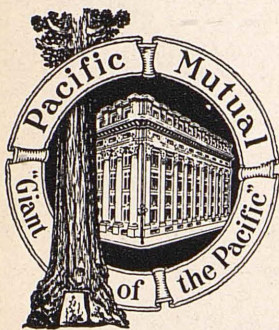
J. E. ADAMS, Jeweler

Official P. E. Watch Inspector

(formerly V. A. Corrigan Co.)

631 South Main Street

MAin 2492



Founded 1868

The Pacific Mutual Life Insurance Company of California

Issues the

"PACIFIC DISABILITY POLICY"

Sold Exclusively to Electric Railway Employees

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

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

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

Agents are located at the following points:

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

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

J. J. Hull, Northern and Southern Division

Los Angeles
Hollywood
Long Beach
Pasadena
South Pasadena
Eagle Rock
Highland Park

SECURITY TRUST & SAVINGS BANK

SAVINGS COMMERCIAL TRUST

Resources over
\$180,000,000

Glendale
Santa Monica
Burbank
Lankershim
San Pedro
Huntington Beach
Montebello

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

CONDENSED STATEMENT
THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
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.

THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

Corner of Fourth and Main Streets

OFFICERS

J. A. GRAVES
President

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

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

POLICEMEN - FIREMEN

Use Our Shoes

WHY NOT TRAINMEN?

We specialize in comfort and
wear-giving shoes

Two Prices—\$6.00 & \$7.50

**10% discount to P. E.
Workers**

HENJUN'S MEN'S SHOES

617 So. Hill St., Los Angeles
536 W. 6th St., Los Angeles
402 Pine Ave., Long Beach
16 Pine Ave., Long Beach
111 No. Brand, Glendale

Newton Moore
OFFICIAL WATCH
INSPECTOR

FOR

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

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

*Watches sold on terms to new
Employees*

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

ASSOCIATED
OIL COMPANY
SAN FRANCISCO

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

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