



# THE PACIFIC ELECTRIC MAGAZINE



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STAGG

Where Vacation Joys Await!

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## Life's Responsibilities

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HIS is the thing I would have you learn—nothing is yours to keep,  
And never you'll rest from the need of toil till the last, long final sleep;  
There's never a place or a time in life when nothing you'll have to do,  
Whatever the post you shall come to here, it shall call for the best in you.

You may dream of riches and all the joy which silver and gold can buy,  
But the greater the wealth that may come to you, the greater your care shall  
lie;  
For the more that this life shall give to you the more to life you must give,  
For this is the great unwritten law: No man to himself can live.

Has God bestowed on you talents rare by which you may rise to fame?  
Then upon your soul He has laid the charge with courage to use the same;  
Nor skill nor power can bring you ease, for this you shall find is true—  
He who has much to do with here, shall ever have much to do.

For life and talents and wealth and fame are given to men in trust,  
And each must work with the gifts he has till his flesh returns to dust,  
For this is the law which governs all and this is the common test—  
He that shall come to the best life has, must give to the world his best.

—Edgar A. Guest.

## CAMP OPENING GREETED BY LARGE THRONG



The water wasn't any too warm, but nevertheless many Memorial Day visitors took a swim in the outdoor plunges at the Camp. Tours to scenic points, and daily launch rides about lake are other features of enjoyment to the Camp visitor.

**I**F THE attendance at the official opening of the P. E. Camp, which occurred on Saturday, May 29th, may be taken as an indication of the success and attendance throughout the season, the best advice we can give is "to make your reservation early."

Decoration Day, falling on Monday, made possible a three day stay at the Camp, a fact many did not forget as testified to by reason of an attendance of slightly more than one hundred persons. Every cabin and dormitory was occupied, which means that this year's opening was the largest, in point of persons present, in the history of the Camp.

Beginning early Saturday a. m. machines began to arrive and from then to Sunday noon every hour witnessed a swelling attendance. Dr. W. L. Weber, long a staunch devotee of the Camp, had the honor of heading the largest party, together with his family there being ten members who made the trip with him. Miss Vera Carr, of the Engineering Department, had the distinction of bringing the smallest



party, said party consisting of Miss Carr herself.

With a very great deal of beautification work in and about the Camp, in addition to the heaviest rainfall experienced in this section during the past four years, the statement that our resort is more beautiful than ever may be taken as one of fact. New shrubbery has been planted, roadways graded and oiled, awning installed over entrance of amusement hall, and railings placed over stone work. "Pery Trail," the easy gradient scenic hike to moun-

tains in back of Camp, has been completed. Rustic benches enroute and a gem of a summer house, at the trail end with rough hewn benches under towering pines combine a picture we'll not make a weak attempt to describe. Words can't tell it; it must be seen.

All of the entertainment features that are enjoyed throughout the season were available to the opening day throng. Launch rides about the lake, auto tours, afternoon and evening, weinie bakes, dancing and swimming in plunge were features enjoyed.

**Make Reservations Early at P. E. Camp**

Several fine trout catches were experienced by the devotees of Izaak Walton, who report the best fishing that has been enjoyed from the Lake in several years. Heavy planting two years ago is given as the reason why fishing should be excellent throughout the present season.

A word of praise may here well be spoken of the fine work done by H. E. DeNyse, Asst. Engineer, under whose supervision the Camp's improvements have largely been planned and executed during the past few years. On all sides was expressed admiration for the splendid and far-reaching nature of the work done and Mr. DeNyse may be justly proud of his part of the work.

Despite the fact that E. H. Pierce and wife are experiencing their first season at the Camp and were initiated with a bumper opening crowd, they performed like veterans and left nothing undone that would add to the pleasure of the visitors. Everything about the Camp bespoke of their painstaking efforts.

The Camp roster showed the following as in attendance over the first week-end of the season:

Dr. and Mrs. Samuel Kauffman and son; S. H. Anderson and wife; Mr. and Mrs. Clifford Thorburn and daughter; Wm. Bonser, wife, son and two guests; Mr. and Mrs. Roy Smith; Joe Small and wife; Mr. and Mrs. Bern and two daughters; Miss H. F. Bettis; Miss F. E. Schofield; Miss Nancy Halstead; Mr. Thomas Halstead; J. W. May, wife and two sons; D. S. Gilmore, Jr.; D. F. Houston; H. F. Mischke; R. H. Duguid and party of 3; H. E. Mattox and wife; Vira Mae Carr; W. T. Thomas and son, Rolph; Robert Parke and son, William; F. B. Patterson, wife and baby; V. B. Radcliff, wife and daughter; L. R. Spafford, wife and daughter, Helen, with Mr. and Mrs. Carl LaBoyteaux as guests; F. C. Pittenger, wife and son, with Miss Dayton, guest; H. L. Christian and wife; Dr. W. L. Weber, wife, two children and party of six; W. R. Lummis and party of five; Mr. and Mrs. Walter H. Bowers; Lewis Zuzula, wife and son; J. R. Johnson and wife; V. R. McGinnis, with Mr. and Mrs. Schneider and son as guests.

#### Income Lower, But Earnings More

Despite the fact that the earning capacity of 221 electric railways, representing 90 per cent of the total of this county, decreased 1.15 per cent in 1925, the net earnings, after taxes and deductions from gross income, increased 13.02 per cent. The authority for the foregoing statement is Edmund J. Murphy, Statistician of the American Electric Railway Association.

The survey made shows that lower operating costs and increased efficiency more than offset the slight decrease in volume of traffic. The reduction in operating expenses was brought about by lower material costs and by more efficient operation.

The slight decrease in traffic was caused by the continued increase in the use of private automobiles and subnormal industrial conditions in certain sections of the country.

#### SPECIAL MT. LOWE FARE NOW IN EFFECT TEMPORARILY

Effective May 26th special excursion tickets at fare of \$2.00 for the round trip between Los Angeles and Mount Lowe were placed on sale by arrangement of the Passenger Traffic Department.

Tickets at this reduced fare are sold for use on Wednesdays and Saturdays only, the regular fare of \$2.50 remaining in effect during other days of the week. Return limit of the tickets is seven days from date of sale, which allows passengers an opportunity to stay over at Mt. Lowe Tavern and Cottages, should they so desire.

At present it is planned to keep this fare in effect until June 19th. However, in the event it creates sufficient additional traffic to justify its continuance, the tariff will be extended to cover a longer period during the summer months.

The management will appreciate very much an effort put forth by employees to help boost the business on this line. Tell your friends about the special \$2.00 fare and if they have not taken the Mount Lowe Trip it is possible that they may be interested enough to take it while this reduced fare is in effect.

The fare from Pasadena in connection with this Wednesday and Saturday special excursion fare is \$1.75 for the round trip, in place of the regular fare of \$2.10.

In order to secure the benefit of this special fare, tickets must be purchased at ticket offices, as they are not sold by conductors on trains.

#### Sentiment Uncalled For

He came home and, as they say in the movies, found his wife sewing on a tiny garment.

"My dear, my dear!" he cried. "Don't be silly," she replied. "This is my new dinner gown."—Judge.

#### Not So Very Reasonable

For Sale—Two Police Puppies. Prize-winning parents, both male; very reasonable.

#### NAVEL SHIPMENTS HEAVY

With a total shipment of some 1500 carloads of oranges having practically wound up the Navel season in the San Bernardino-Riverside-Redlands district, Valencias are now going forward from the Ontario-Cucamonga section at the rate of from 20 to 30 carloads a week.

The Valencia crop in this district is estimated at 500 carloads, as compared to 300 carloads shipped last year, while the Navel and miscellaneous shipments fell somewhat short of those last year, which totaled 1800 cars.

Lemons are also moving to the eastern markets at the rate of about fifty cars a week, which is about the same as during May of last year.

While definite figures on actual returns are not yet available, the season is considered very satisfactory as compared with average years.

#### RULES FOR SUCCESS

In a recent interview Senator Charles Curtis of Canada, set forth some rules recommended for young persons seeking success. While some of them applied particularly to those seeking public office, three cited, however, would be helpful toward achievement of success in any line, and perhaps of even more importance, to personal satisfaction in the job. These are:

"Look after matters that are put in your hands."

"When you speak, carry conviction by knowing."

"Work."

Not all people are agreed as to the value of worldly success. But thoroughness is fulfilling an obligation, knowledge wisely used and work well done have as much to do with individual poise, peace of mind and happiness as they have to do with success in business or politics or any other life job.



'Lady Louise,' our Camp launch, is a popular craft with visitors.

# Modern Railway Storekeeping Practices

## General Storekeeper Explains Purpose and Origin of Store Also Practices Adopted in Meeting Our Own Problems

By C. C. FENIMORE,  
General Storekeeper

A SHORT time ago I read in a daily paper a quotation from one of President Collidge's speeches in which he said "no question can be adequately comprehended without knowing its historical background." This statement is very applicable to the Stores Department, particularly the regard in which it is held by the using departments.

The railway stores department is one of the newest departments of the modern railway organization. The first railway stores department, of which there is record, was organized on the Burlington some forty or forty-five years ago. The plan was tried out for two years, and due to opposition of other departments and obstacles thrown in the way, was discarded. About two years later the stores department was again organized and has since been used continuously by that road. It was about this time taken up by many other roads and since that time has, we think, kept pace with the progress and development of any of the other railway departments.

Prior to its coming into existence, materials were handled by the using department, very often the mechanical department was charged with this duty, for the reason that maintenance of cars and equipment was continuous and that they were in better position to handle. The first railway store (I do not mean stores department) was for the purpose of taking care of left over materials secured in excess of those actually required for a specific job. These materials were thrown into some abandoned building which could not be used for any other purpose, or some old box car which had outlived its usefulness as rolling stock. As other jobs were completed with additional materials left over, they were added to the miscellaneous lot already on hand, being stored in the old building or car without any thought as to order and with very little consideration for the fact that the material might later be required. Although forty years have passed since the first stores department was organized, the original idea that some old building which has outlived its usefulness for the purpose intended or an old box car still exists in the minds of some railway officials, as most of you can call to mind at the present time places where materials are so housed. The person in charge of materials in the store primeval, (he could not be called a storekeeper), was usually one of the least competent in the department, or in some cases, using the same idea with the employee as with the building, was an employee who had out-

### Important Role Played By Railway Store

THE importance of a store department in relation to an operating railway is well indicated when it is stated that material and supplies represent 35c. of each operating dollar expended.

If further proof is warranted it is forthcoming when stated that our own store carries 30,000 odd items in stock at all times, representing an investment of approximately \$1,640,000. Disbursements per month average \$330,000.

Once the least understood or appreciated of all the various branches of a railway system, the stores department, its work and problems are becoming better known and the lack of understanding, which in former days hindered its proper functioning, is reacting to the end that harmony and efficiency is being attained.

The origin, purpose and modern practices of railway stores departments are herein ably recited by C. C. Fenimore, General Storekeeper. The length of the article makes it necessary to divide in two installments, the second to follow next month.

lived his usefulness in his original capacity and was being taken care of by being employed in this capacity.

It is very easy to understand this condition when one stops to think that the storekeeping problem was in fact a sideline. The mechanical department was properly chiefly concerned in the problems of taking care of equipment. The maintenance of way department was chiefly interested in keeping the tracks, buildings, etc., in good condition, likewise the engineering department was chiefly interested in engineering and architectural problems, in fact none of them had time to make a study of the material problems.

Material racks were practically unknown and what there were, were dark, dirty pigeon holes. Stock books were unknown, and in fact there was little or no control over the material situation.

When the historical background of the railway stores department is known, it is very easy to understand the contempt in which the stores department is held by some using departments. They too know the his-

torical background of the stores department, but they have not kept pace with its progress, being chiefly concerned with problems of their own and they cannot understand the modern, present day efficient methods of material control. These then, are the reasons for the establishment of the railway stores department.

### Purposes of Stores Department

The purpose of the railway stores department is to supply the company's maximum material needs when and where required with minimum investment, or stated in another way, the purpose is to have at the right place at the right time the proper quantity of material consistent with the lowest possible inventory to meet the needs but not necessarily the desire of the user. That broadly, is the purpose of the stores department, and for a few items would be very simple of accomplishment, but when you consider the fact that the ordinary railway stores department carries from twenty to fifty thousand items in stock, the situation becomes complicated indeed.

The control of quantity is a very difficult thing to accomplish. It requires a knowledge, from carefully kept records, of what has gone on in the past rather than the guesses of the future. It requires a knowledge of the practices upon the road; in other words, it is absolutely essential that the stores department employee keep in close touch with the actual user of material so that he is absolutely familiar with the user's needs. Please note the word "needs" and not "desire." Very frequently the using department bases its future material requirements on what it hopes to accomplish rather than what the budget allowance or physical possibilities will permit, forgetting that once the material is on hand the company has already made the investment in material, regardless of the fact that it may not be used for a long time. Before the stores department was organized, the purpose of the store was to supply the company's maximum material needs, little or no attention being paid to the right material at the right place, nor to the minimum investment in value of stock on hand. It is small wonder then, that at the present time the using department fails to understand the reluctance of the stores department to have on hand large stocks of material regardless of company needs.

The importance of the material and supplies situation as it affects a railway company can best be appreciated by the fact that approximately thirty-five cents of each operating expense dollar is spent for materials. This does not mean that the stores depart-

ment is responsible for spending thirty-five cents of the operating expense dollar, but it does mean that the stores department and the using department are jointly responsible for the expenditure of this more than one-third of the operating expense dollar. In the proportion to which the stores department and the using departments co-operate will the proportion of the operating expense dollar spent for material and supplies decrease.

Needless to say, the material control should be carried on with the least expenditure of money in forces required. The modern plan of handling usually calls for a central distributing point, from which point the smaller stores located adjacent to where the material is to be used, are supplied. One extremely important point is that of simplification of stocks; in other words, having as few different items on hand as will serve the purpose. This is one feature which requires very close co-operation with the using departments.

#### Stock Sheet As Basis of Control

In attempting to control investment in stock on hand, the first thing to be taught the store employee (and incidentally the material user) is that material is money, for it actually is that, and that materials lying on the store shelves not needed for current requirements are in fact, lazy dollars, since they are not earning anything for the company. In reality such material is losing the company money, for its value properly invested would earn interest at least not less than six per cent; it costs at the present time on the Pacific Electric six and one half per cent of its value for the stores department to care for it until used, to say nothing of its depreciation on account of its age, dust, dirt, the elements, obsolescence, etc., which is a constant factor until material has been used or otherwise disposed of. Without exception, material once purchased cannot be returned to vendor or resold without loss or cost to the railway.

Only by the use of correctly made and properly maintained stock books can proper stock control be accomplished. The properly maintained stock sheet shows complete history of each item from the time of its origin until finally disposed of. It should show first, among other things, the correct name and the full catalogue or complete description of the article required and the best suited to the company's needs. To obtain this requires the closest co-operation between the section storekeeper responsible for ordering and the material user, since it is only by such co-operation that the company can be assured of obtaining the material best suited to the company's requirements. Next in importance the stock sheet shows consumption of each item from the time it was obtained and it should show the purpose for which each item is obtained. These are the three important features which the stock sheet should show.

Many things have to be considered

in ordering materials, such as past consumption, time required to secure delivery, seasonable demands, changes in standards, shop methods, manner of use, special jobs, quantity purchases, etc. All of this information obviously cannot be secured from stock book records, but where there is no other information to be obtained, the stock book gives you accurate data as to what has gone on in the past and future orders may be gauged accordingly.

The quantity to be ordered is another feature of storekeeping which requires the closest co-operation between storekeeper and the material user so that the stores department may be in touch with and anticipate the user's requirements. One of the greatest contributing causes to material shortages and to surplus materials is due to the lack of co-operation between the user and the stores department. It cannot be urged too strongly that the material user should advise the stores department of unusual needs of material or of an unexpected dropping off in his material requirements. While section storekeepers invariably are required to follow up any unusual consumption or dropping off in consumption, it is usually too late in such cases to accomplish the best purpose, since he frequently does not notice un-

usual consumption until his stock has practically been depleted or a drop off in consumption until he has two or three orders stacked up on him.

#### Receipt and Inspection

It is important that on receipt of materials ordered, they be carefully inspected to know that they are of the kind and quality ordered and for which vendor will bill you. Further, the using department should inspect and pass on receipt of all materials for their own use that, insofar as possible, it be known before the material is used it is best suited for the purpose intended. The user is in the best position to pass on this question.

#### Giving Him the Gas

"Sistah Jones, I'se takin' up a collection fo' de benefit of our worthy pastah," exclaimed one of the brethren. "You know, he's leavin' us fo' to take a church down in Mobile, an' we thought we'd get together and give him a little momentum."—The Churchman.

#### Low Visibility

Bray—"I saw you in church last Sunday."

Gray—"I didn't notice you."

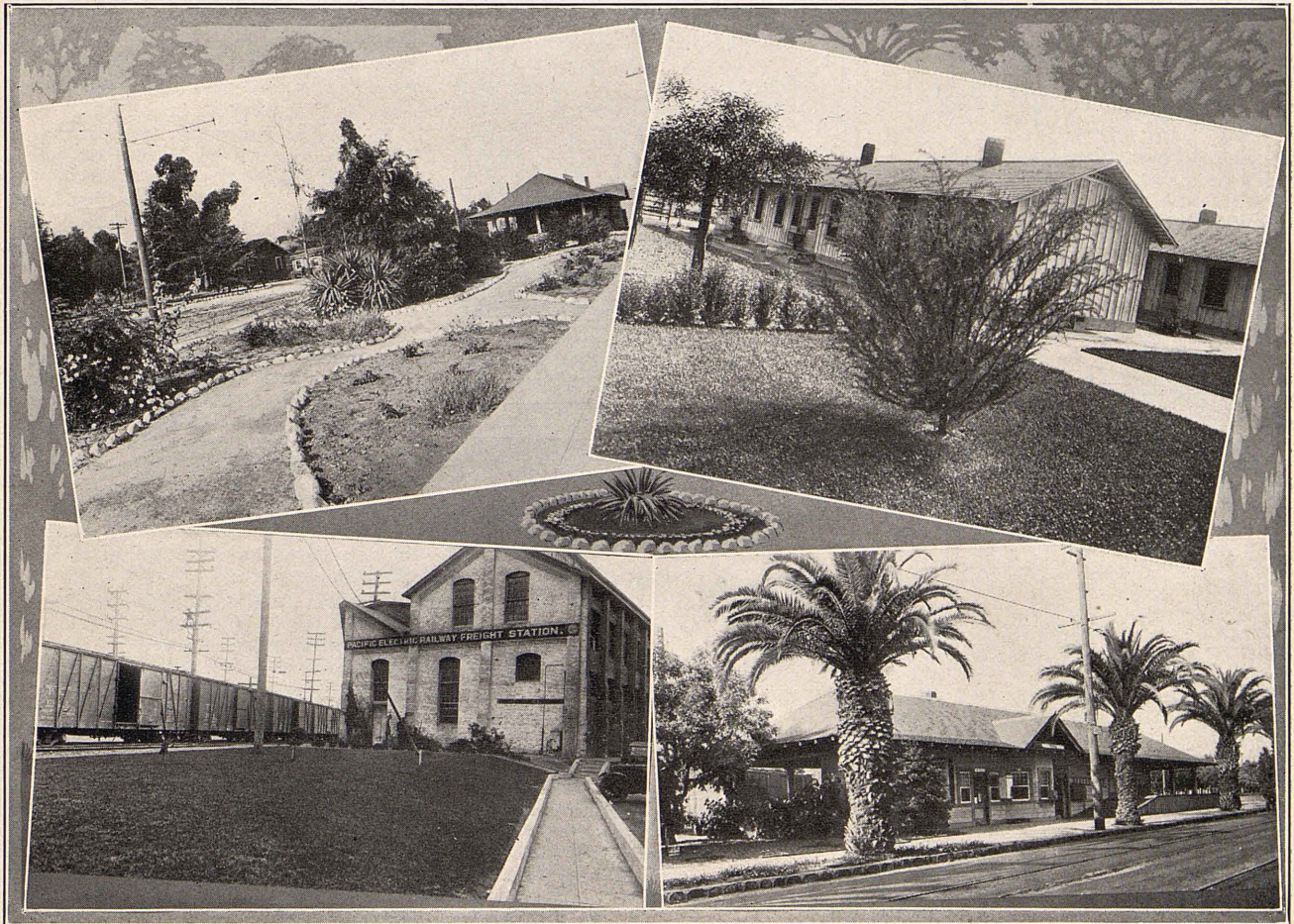
Bray—"I suppose not. You see, I took the collection."—The Western Christian Advocate.



"Pery Trail," finished this season, offers a pleasant hike to vacationees at Camp. Rustic benches enroute and hough hewn summer house amid towering pines at trail peak make a picture not soon to be forgotten.

Make Reservations Early at P. E. Camp

## FLORAL TOUCHES FOUND ON P. E. LINES



With property spread broadcast over four counties of Southern California it requires money and energy to beautify it, but judging by the atmosphere created the outlay would seem well worth while. Note the 'spic-spanness' of the Mexican camp shown in upper right hand picture.

WHEN traveling over our lines you chance to see and admire a particularly pleasing garden spot on Pacific Electric property, don't come to the conclusion that, like Topsy of Uncle Tom's Cabin fame, "it just grew." Despite our justly famed salubrious climate and soil's fertility the many pleasing spots found on company grounds resulted from an outlay of energy and money and the work may be credited to Frank E. England, Chief Gardener, and his staff of assistants.

For some years it has been the policy of the Company to capitalize on favorable climatic conditions in the improvement and beautifying of grounds around passenger and freight stations, substations, car houses, shops and section camps. While the work is constantly being expanded and there is yet room for improvement, comparison of our properties with that of other railways will reflect creditably to this Company.

In handling the work the Chief Gardner plans the landscaping layout, selecting flowers, trees and shrubbery best adapted to the particular lo-

By C. A. Elliott,  
Cost Engineer

cation. The greater part of the maintenance work around grounds also rests with the Chief Gardener, such as trimming shrubs and trees, caring for palms, lawns, reparking, fertilizing and replanting. However, in various locations employees take a pride in their surroundings and many locations beautifully bedecked may be credited solely to pride and skill of our workers. Many of the Mexican employees are responsible for the tidy and blooming tropical shrubbery about section camps.

Where parks have been installed around buildings or section camps, the parking is marked and walkways outlined with rubble stone obtained from nearby dry washes. They are whitewashed and make a very attractive appearance, as may be gleaned from photographs accompanying.

Our landscapers also handle the maintenance work in connection with trimming of trees along right of way to provide clearance, especially at grade crossings where growths obstruct the

view or create a hazard to vehicular traffic.

In addition to making a favorable public impression, much good will is derived from communities and adjoining property owners through the work being done. In all cases an effort is made to harmonize our beautifying plans with that of the community and adjacent property.

### Bus Fares Must Be Higher

That experience indicates in city service the rate necessary to maintain motor coach service should be approximately twice that paid on electric railways, was the opinion expressed by Britton I. Budd, prominent eastern traction official, in an article published in "Area" of May.

In regard to interurban service this authority voiced the opinion that the rate should be from one-third to one-half more than the railroad rate, and should not be operated in territory served by rail, owing to its inability to compete, but should be used as an auxiliary to the railroad, wherein is found its greatest usefulness.

## How Long To Pay For The Home?

ALL of us, especially those who are purchasing property on a monthly payment basis, are interested at one time or another in the length of time that will be required to pay off the debt assumed.

The accompanying table, within the limits indicated, has been calculated to show the number of months necessary to liquidate a given amount at a fixed monthly payment, including interest. The tables are compiled at the prevailing rates of interest, 7 and 8 per cent, and based on the usual principal payment required of 1% per month.

It is enlightening to note the effect on both the number of payments and total amount to be paid as brought about by only 1% difference in interest rate on principal to be paid.

For instance, these tables disclose

the fact that on a principal of \$4,000 at \$40.00 per month, with interest at 7%, it would take 150.5 months to retire the debt, while the same indebtedness and monthly payment at 8% would require 165.3 months to liquidate. Moreover, the total sum to be paid would be \$600 greater. Hence, is seen the necessity and wisdom of making the very best bargain possible in interest rate to be charged over terms of contract.

The series of compilations were made by L. H. Appel, Asst. Supt. of Power, who, despite the use of his nimble slide rule, labored at length in order to compile this interesting table. Being thus arranged the figures become a valuable informant to both the prospective purchaser and seller and may be profitably retained for reference purpose.

### TIME REQUIRED TO PAY OFF INSTALLMENT PAYMENTS

Amt.	Monthly Payments Including Interest at 7%							Monthly Payments Including Interest at 8%								
	25	30	35	40	45	50	55	60	25	30	35	40	45	50	55	60
	Months							Months								
2500	150.5	114.5	92.7	78.0	67.3	59.3	53.0	47.9	165.3	122.1	97.3	81.1	69.6	61.0	54.3	49.0
2750		131.7	105.7	88.5	75.6	66.4	59.3	53.5	142.4	112.1	92.7	78.5	68.7	61.0	54.9	
3000		153.5	118.7	99.3	84.7	73.9	66.0	59.3	165.3	126.9	104.7	88.5	76.7	68.2	61.0	
3250			133.6	110.5	94.5	81.9	72.8	63.1		144.5	117.5	99.3	85.4	75.5	67.3	
3500			150.5	123.2	103.4	90.1	79.9	71.7		165.3	132.3	109.5	94.5	83.2	74.4	
3750				135.5	114.5	99.3	86.9	73.0			146.8	122.0	104.7	90.9	81.1	
4000				150.5	124.8	108.1	94.5	84.7			165.3	134.2	114.7	99.3	88.5	
4250					137.4	117.2	103.5	91.8				149.2	125.3	109.5	96.3	
4500					150.5	128.2	111.8	99.3				165.3	138.1	119.0	104.7	
4750						139.4	120.2	106.9					151.6	128.7	113.3	
5000						150.5	129.9	114.5					165.3	140.2	122.0	
5250							139.4	123.2						151.4	132.3	
5500							150.5	131.7						165.3	142.3	
5750								141.5							154.2	
6000								150.5								165.3

### WARN AGAINST MISGUIDED EFFORTS TO REDUCE

How to reduce "sanely and safely" is the subject of a booklet published by the Metropolitan Life Insurance Company, being one of a series of instructive pamphlets included in their ceaseless campaign to educate the public in subjects which contribute to health and longevity.

The material prepared, subscribed to by noteworthy physicians, aside from attacking the "fat boy breakfast," also takes occasion of sounding a warning to those prone to rotundness against attempting ill-advised and unsafe methods.

Warnings are cited against "dangerous reducing drugs," "un-prescribed non-fattening diets," and "misguided physical exercises." It is pointed out that many drugs in the form of patent medicines, advertised as being effective in the reduction of weight, are harmful and poisonous drugs and none of them should be taken unless prescribed by a physician, particularly the use of Glandular thyroid extract, which

should first be determined by careful laboratory tests. It also cites the impossibility of outlining a diet which will be suitable for each individual who undertakes to reduce weight, as well as a course of proper physical exercises.

The plan recommended to those desiring to reduce weight is as follows:

"First—a thorough physical examination made by a reputable physician to determine that overweight has not been accompanied by or caused any serious disease of the heart, kidneys, blood vessels or other organs. The possible presence of diabetes should be carefully determined. Where such impairments are found, special advice will be given. Do not attempt to reduce without consulting your physician.

"Second—the determination of the amount of overweight and the length of time in which overweight shall be eliminated.

"Third—the planning of a diet which from time to time should be adjusted to the individual needs in order to bring about the gradual and adequate

### PATIENT LAUDS EFFICIENCY OF MEDICO DEPT. DENTIST

Relief, sought vainly elsewhere, but obtained at the hands of Dr. Samuel Kaufman, Consulting Dentist of the Medical Department, brought forth the following commendatory expression from Mrs. A. E. Fowler, wife of Foreman Fowler of the Torrance Paint Shops:

"I have just recently had some dental work done by Dr. Kaufman, and I am writing you to tell you of the excellent and most satisfactory results of his work.

"Several years ago I had a stroke of facial paralysis. This resulted in the doctor extracting all my lower teeth, and also caused a peculiar formation of the lower jaw.

"I have had several lower plates made by several well known Los Angeles dentists, none of the work being satisfactory, and I have never been able to wear the plates with any comfort at all.

"I went to Dr. Kaufman on account of my connection with the Pacific Electric, my husband having been in the employ of the company for the past thirty years.

"Dr. Kaufman made a lower plate for me, which within a week's time settled into my mouth until it is more comfortable in than it is without. It does not irritate the nervous condition caused by paralysis, and fits to the gums perfectly, a condition which other dentists have told me would be impossible.

"I think Dr. Kaufman is most proficient, and that the Pacific Electric should know of his capable and skillful work."

### GRADE CROSSING 'GAMBLERS'

"A man who 'takes a chance' in a business deal may be called a gambler, but he is not as bad as the man, who in the hope of gaining a minute of time, bets his life and the lives of his passengers that he can beat a passenger train past a grade crossing."

The foregoing pointed statement was made last month by Marcus A. Dow, national director of the Stewart-Warner Safety Council, in an address before the Advertising Club. Mr. Dow was unstinting in his praise for the manner in which Los Angeles handles its traffic problems, especially pedestrians.

reduction in weight and provide satisfactory nourishment.

"Fourth—exercise suitable for each person, as determined by your doctor."

The thought conveyed in the entire article is that while it is desirable to reduce in cases of excessive fat, this question of health should be submitted to a physician so that the prevention or the cure may be fitted to the individual's physical condition, in order that the ill effects of patent medicine, erroneous diets, etc., which sometimes seriously damage the heart or other organs and ruin the health, may be avoided.



## TREATMENT FOR SNAKE BITE

With the arrival of the out-door season Dr. W. L. Weber, Chief Surgeon, Medical Department, kindly offered the following suggestions for treatment to be carried out immediately in case of snake bite:

The rattlesnake is probably the only venomous snake found in this locality and is poisonous by reason of the fact that their upper jaws contain two teeth containing venom, which is extruded in a wound or upon any surface which the snake bites.

(1) Apply tourniquet as provided in the outfit, or if no tourniquet is available surround the limb just above the bite with an improvised tourniquet of string, handkerchief, belt or any other object that can be twisted as applied for about fifteen minutes, at the end of which time it can be loosened for a few seconds and then reapplied. This to be done a number of times.

(2) The wound is always a punctured wound, i. e., it penetrates more or less deeply into the soft parts. This wound should be cut in the shape of a cross for a distance of about one-quarter of an inch on either side of the bite, i. e., from dead center of bite. Allow the wound to bleed freely.

(3) If the wound is on part of body, such as the face or trunk, where it is impossible to apply tourniquet, the wound should be incised as mentioned above and then freely sucked with the mouth, either by patient or otherwise; the venom taken into the mouth is not harmful, but should be spat out at once.

(4) Inject with a hypodermic syringe the potassium permanganate solution provided directly into the wound and also in a ring about a half inch distant from center of wound.

In the event that the solution is not available immediately, the potassium permanganate crystals or a tablet of the same can be pressed into the wound.

The after care of the wound is the same as in any injury. Patient does not require alcoholic or other stimulant if the above treatment is instituted at once. However, should collapse follow immediately or at any time thereafter, a teaspoonful of whiskey in hot tea or water or a 1/30 gr. strychnine tablet can be given every two or three hours.

Patient should be kept quiet for a number of days after the bite. The tourniquet, after intermittently having been loosened and reapplied, can be taken off permanently within an hour or hour and a half.

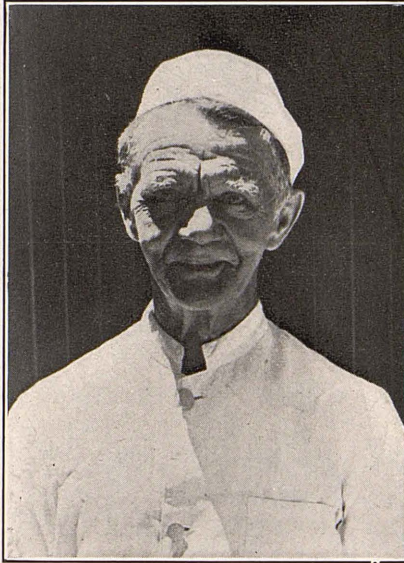
### Much in a Name

A little colored girl, a newcomer in Sunday school, gave her name to the teacher as "Fertilizer Johnson."

Later the teacher asked the child's mother if that was right.

"Yes, ma'am, dat's her name," said the fond parent. "You see she was named for me and her father. Her father's name am Ferdinand, and my name is 'Liza. So we named her Fertilizer."—The Watchman-Examiner.

## Veteran Chef Reigns At P. E. Camp



Al Bernard, Esquire

**I**F, AFTER a visit at P. E. Camp, the scales show an alarming weight increase, put the blame where it belongs. It is more than likely that Al Bernard, Chef supreme, alone is responsible.

Visitors at the Camp will bear out the statement that not the least of the resort's attractions is the tastiness of foods served and notoriously light eaters may be seen enjoying to the fullest meals that would make a log camp worker envious.

The present season is the fourth served by Al as master of the Camp's range, a vocation he has followed throughout life. While now retired to a well earned rest in a cozy little home in Sunland, and only working during the Camp season, Al's life has been one of strenuous endeavor. Characteristic of his craft he early in life was seized with wanderlust, traveling the seas as Chef on ocean liners and spent years in railroad dining car service. He has had charge of the kitchen in some of the largest and most fashionable hotels in the country. Echo Mountain House, destroyed by fire in 1900, and the old Arcadia Hotel in Santa Monica, now only memory, were scenes of his successes.

During his life time Al has prepared food for many notables and possesses voluntary letters of praise received from them. One particularly interesting incident that he relates occurred a few years ago while he was in charge of an immense construction camp in the mountains near San Diego. Ruth Roland, of cinema fame, on location in that vicinity one day dropped in and asked if her party could take lunch. So pleased was she that the request was made for permission to take all meals there, which upon being granted, quarters at a nearby fashionable hotel were abandoned. Upon

Make Reservations Early at P. E. Camp

leaving Miss Roland wrote Al a letter "that made me blush" and presented him with an autographed photo.

Father Time has not slowed Al down a bit and he still retains all the tricks and knowledge of his trade, a fact that will be demonstrated to all who partake of the luscious foods he prepares.

## PUBLIC IS WARNED AGAINST WILDCAT 'STAGE' TRIPS

Another warning to the transportation bargain hunter, who would attempt to make a saving by patronizing "wildcat" stage drivers many of whom accept fare for passage to distant points and then drop their passengers outside the city limits, has been sounded by Captain Gunn, Chief of the Motor Vehicle Division, Board of Public Utilities of Los Angeles.

Captain Gunn has announced a campaign to rid the city of this class of stage driver and last month caused the arrest and conviction of one guilty party who was sentenced to thirty days in jail for aiding and abetting a driver. Another received a thirty day sentence for operating a stage without a license; Another received a thirty day sentence and a solicitor ten days in jail.

It is not an uncommon thing for travelers who have arranged transportation with this class of carrier, to be relieved of their money paid as fare and then left stranded at some wayside point short of their destination. This has proved especially true of trans-continental stage lines, and Captain Gunn has undertaken to warn the public against them and punish the guilty.

## TRAINMEN SERVICE RECORDS SHOWS SMALL 'TURNOVER'

Tabulation of the lengths of service of Pacific Electric trainmen issued last month by the Transportation Department revealed some interesting information on the subject, prominent among which was the fact that 24.8 per cent have been employed 7 years or longer.

Other percentages of years in the service showed as follows:

6 to 7 years	7.3%
5 to 6 years	9.1%
4 to 5 years	6.2%
3 to 4 years	14.2%
2 to 3 years	18.7%
1 to 2 years	6.9%
1 year or less	12.8%

As of May 1st a total of 1,999 trainmen, passenger and freight, were employed, 682 being assigned to each the Southern and Western Divisions, and 635 to the Northern.

A total of 109 trainmen, the tabulation indicated, had been in the service 12 years or longer, or 5.4%.

### At a London Dinner Party

Old Gentleman (ignorant of nationality of his neighbor)—"A deplorable sign of the times is the way the English language is being polluted by the alarming inroads of American slang. Do you not agree?"

His Neighbor—"You sure slobbered a bibful, sir."—Punch.

# THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 11; No. 1 June 10, 1925

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

**N**INETY-FIVE members of our big corporate family were registered at the Pacific Electric Camp in the San Bernadino Mountains for the Memorial Day holiday, May 29-31 and every one of the number had one of the most joyous times of their lives. The date mentioned marked the official season opening and never in the history of the Camp has the opening attendance been as large or as enthusiastic.

The unusually heavy rains of the past winter and the ample snow-fall had made Nature smile in our beautiful mountains as never before, and our own Camp radiated cleanliness, orderliness and rustic beauty in a manner well-fitting the mood of Nature

With the latest improvements and betterments all accomplished our resort stands out distinctly as the superior, in almost every respect, of any in the Southern California region and is not surpassed by any in the west, we doubt from the standpoint of real comfort and wholesome pleasure, if it can be equalled anywhere.

When we also consider the provisions made for the entertainment of our employee-guests in the way of mountain sight-seeing trips, water sports and camp festivities, all of which are provided free of cost, there is no comparison to be made with the strictly commercial resorts.

The many beauties of the mountains—greater by far than they have been in many years, will certainly lure hundreds to their own Camp this year and those who go will long remember their stay.

## A \$ Down and A \$ A Week

A friend of mine bought a graphophone, For a dollar down and a dollar a week. (This is the easiest graft I've known— This dollar down and a dollar a week.) So he bought a chair and a fountain pen, A runabout car and a stove; and then, A set of the "Lives of Famous Men," For a dollar down and a dollar a week.

Then he bought two brand new radio sets, For a dollar down and a dollar a week; And a dozen cartons of cigarettes, For a dollar down and a dollar a week. Then he bought a ring that was fair to see, For the lily-white hand of his bride-to-be; And after the wedding the minister's fee Was a dollar down and a dollar a week.

Then he bought a house for his familee, At a dollar down and a dollar a week; And when they got sick the doctor's fee Was a dollar down and a dollar a week. Then said his wife: "I must be free. These weekly payments are ruining me." So she got a divorce. And the alimonee— Was a dollar down and a dollar a week —Frank Monlan in "Credit Monthly"

## SQUARE MEN WANTED

The world today is looking for men who are not for sale; men who are honest, sound from center to circumference, true to the heart's core; men with conscience as steady as the needle to the pole; men who will stand for the right if the heavens totter and the earth reels; men who can tell the truth and look the world right in the eye; men who neither brag nor run; men who will not lie, shirk, or dodge; men in whom the courage of everlasting life runs still, deep and strong; men who know their message and tell it; men who know their place and fill it; men who know their business and attend to it; men who are not too lazy to work nor too stupid to be poor; men who are willing to eat what they have earned and not ashamed to say "no" with emphasis and wear what they have paid for; men who are not ashamed to say, "I can't afford it."— Selected.

## Twelve Things to Remember

- The success of perseverance.
- The pleasure of working.
- The dignity of simplicity.
- The worth of character.
- The power of kindness.
- The influence of example.
- The value of a smile.
- The obligation of duty.
- The wisdom of economy.
- The virtue of patience.
- The improvement of talent.
- The joy of originating.

—Exchange.

## REMOVAL OF REDLANDS LOCAL LINES TRACKS BEGUN

With the granting of permission by the State Railroad Commission for immediate removal of the company's tracks on East Citrus avenue line and the Country club line, in the City of Redlands, service on the two lines was discontinued Sunday night, May 23rd, and workmen began the following day to tear out the Citrus avenue rails and ties. When this line has been removed, the crew will begin on the Country club line where it extends from the Smiley Heights tracks south from Cypress Avenue on Cajon Street.

Abandonment of the lines was sought for lack of sufficient patronage. Their removal leaves Redlands with one local car line, that serving Smiley Heights. This abandonment will have no effect on the Company's service entering Redlands from San Bernardino, Riverside and Los Angeles, and present schedules will be maintained.

## BREEZES FROM MOUNT LOWE By Miss Gertrude Wood

One of the most significant events during May was the visit of approximately 150 German naval students and their officers from the German Cruiser Hamburg, which docked in Los Angeles Harbor. Enthusiasm was expressed over the scenery and the service accorded them.

On the 20th, members of the Railway Claim Agents Association and their wives, holding convention in Los Angeles, made a gay party for dinner at the Tavern, a special menu being prepared for them. After viewing the surrounding country from Inspiration Point and taking in the other scenic features of the resort, they departed for the night ride down Mt. Lowe, reporting a very pleasant and eventful trip.

Mr. Bert Van Tuyle, a motion picture celebrity, on account of his daring production of pictures in Alaska, has been convalescing at the Tavern from a frozen foot and hand sustained in the far north. His cheerful personality, despite his indisposition, has made him a welcome guest and all have endeavored to make his stay a pleasant one.

The attractions at the resort have been increased by the addition of a new Brunswick Panatrope, installed for the purpose, of furnishing dance music when orchestra is not on hand. The music furnished by it is equal in volume to a four piece orchestra and promises to make our dance hall even more popular.

Mrs. Frank Clark, the manager of the Tavern Manager, is visiting in Salt Lake City, and taking care of business interests.

Other gatherings on Mt. Lowe during the month included 300 members of the Laundry Owners Association, who visited the resort on May 29th, also 20 ladies of the Cracker & Biscuit Mrs. Assn. who had luncheon at the Tavern on May 28th.

The county Forestry Dept. have finished the fire break work around Mt. Lowe and the Tavern is well protected from forest fires.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The May meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Room, May 5 at 2:00 P. M. The following were absent: L. H. Covell, J. Hanselman, H. L. Legrand, H. E. Foskett, P. H. Mann, L. D. Bailey, J. R. Hamilton and C. Thorburn.

### Club Fund

Balance, 4-1-26 .....\$ 78.35  
Receipts ..... 1093.75

Total .....\$1172.10  
Disbursements ..... 1142.14

Balance, 4-30-26 .....\$ 29.96

### Relief Fund

Balance, 4-1-26 .....\$ 244.73  
Receipts ..... 462.00

Total .....\$ 706.73  
Disbursements ..... 457.50

Balance, 4-30-26 .....\$ 249.23

### Unfinished Business

A copy of the rules and regulations of the Mortuary Fund were read by Mr. Vickrey, they having been under discussion for the past several Executive Committee meetings. After discussion it was voted to accept these rules and regulations as they have been prepared by the special committee composed of Messrs. Manley, Kuck, Covell, and Thorburn, with Mr. Lovell as the chairman. These new rules will appear on the back of each application which an applicant signs and should be understood before signing.

Mr. McCammond stated that arrangements have been made whereby employees may have free admission to the dance pavilion at Redondo on Saturday, Sunday, and holidays. However, those who wish to dance will have to purchase tickets as before. Employee must present his Club Card or his transportation to gain admission free.

### New Business

Mr. Manley gave the following report concerning the trip of the Rod and Gun Club to the Pacific Electric Camp on May 1st, and 2nd: Some twenty-three of our employees made the trip leaving Los Angeles at various times Friday afternoon, evening and early Saturday. Daylight found many out on the lake having most unusual success and the best catches were of two fish measuring seventeen and one half inches and eighteen inches respectively. It was estimated that some three thousand fish were taken from the lake on the opening day. Food in abundance was set before the hungry fishermen.

Mr. Manley closed his report of this delightful time by saying, "Anyone who misses a trip to the Pacific

Electric Camp and the mountains certainly misses something."

Mr. Harry Pierce, the Superintendent of the Pacific Electric Camp, in answer to a request from the Manager, gave a cordial invitation to all present to spend their vacations at the Camp assuring each a pleasant stay.

A cordial invitation was extended to all the Executive Committee to the entertainment to be given at Pomona for the employees in that section of the territory on the evening of May 11, 1926, by their representative, Mr. Brown.

Messrs. Spencer and Miller of Sherman made a request for an entertainment to be given at Sherman and were told to meet with the Manager after the close of meeting when a definite date would be made.

## P. E. CLUB BULLETIN

From June 15 to July 15, 1926

- Tuesday, June 15:**  
Northern Division Safety Committee meeting, 2:00 P. M.
- Thursday, June 17:**  
Club Dance in Ball Room at Club, 8:30 P. M.
- Friday, June 18:**  
General Staff meeting, 10:30 A. M.
- Monday, June 21:**  
P. E. Band rehearsal, 8:00 P. M.
- Wednesday, June 23:**  
Trainmen's meetings discontinued for the summer.
- Thursday, June 24:**  
Barn Dance in the Ball Room at Club, 8:30 P. M. This will be the last dance of the season.
- Friday, June 25:**  
Vaudeville at Club, 8:00 P. M.
- Monday, June 28:**  
P. E. Band rehearsal, 8:00 P. M.
- Thursday, July 1:**  
Club Dances discontinued for the summer.
- Monday, July 5:**  
P. E. Band rehearsal, 8:00 P. M.
- Tuesday, July 6:**  
Southern Division Safety Committee meeting, 2:00 P. M.
- Wednesday, July 7:**  
Executive Committee meeting, 2:00 P. M.
- Friday, July 9:**  
Western Division Safety Committee meeting, 2:00 P. M.  
Vaudeville at Club, 8:00 P. M.  
Car Foremen's meeting in the Library at the Club.
- Monday, July 12:**  
P. E. Band rehearsal, 8:00 P. M.
- Tuesday, July 13:**  
Masonic Club meeting, 7:45 P. M.
- Wednesday, July 14:**  
P. E. Rod & Gun Club meeting, 8:00 P. M.

She's only a printer's daughter, but I like her type. (Out the window he must go!)

## BARN DANCE AT P. E. CLUB

The last dance of the season at the P. E. Club will be a Barn Dance to be held on June 24 at 8:30 P. M. At this time the Club members are requested to appear at the dance in rural costumes. Men will be permitted to dance without coats and it is suggested that the ladies wear house dresses. Two prizes will be given for the most appropriate rural costumes.

This dance will close a most enjoyable feature of the Pacific Electric Club which has been taken advantage of by the younger Club members in a way that has been very gratifying to the management of the Club.

At various times many of the Club members have appeared in exhibition dances with good success. All the popular dances of the past season have been contested by Club members to see who excelled and the useful presents given by the Club have been appreciated.

The Club is carefully planning a program for the coming year which it is hoped will far surpass that of the past. Much credit of the success of the Club dances should be given to the most excellent music rendered by the P. E. Orchestra and the able instructions of Mrs. Mabel Rockwell.

## EMPLOYEES IN HOSPITAL

The Medical Department furnished the following list of employees on the sick or injured list as the Magazine went to press:

- Frank Lopez, Laborer, Engineering Dept.
- G. Strawmatt, Carpenter, Mechanical Dept.
- Clarence Cosmer, Car Repairer.
- James McGraw, Armature Winder.
- J. P. Chambers, General Foreman, Engineering Dept.
- Ben Y. Chavez, Car Repairer.

Visiting hours at the Pacific Hospital, 1329 Grand Ave., where the forenamed are confined, are from 2 to 4 p. m. and 7 to 8 a. m. daily. Their friends within the ranks are urged to visit them during their period of illness.

## P. E. MASONIC CLUB NOTES

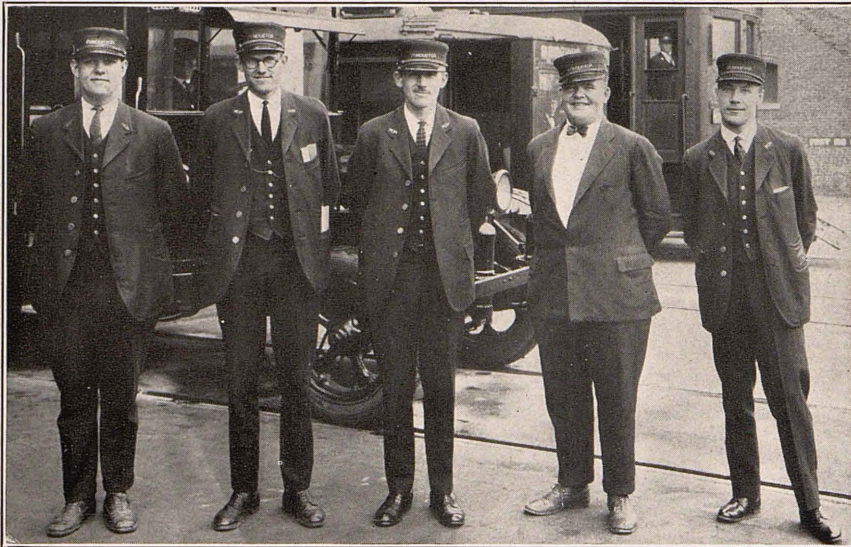
During May, the Pacific Electric Masonic Club visited San Pedro, Seaside (Long Beach), El Sereno (L. A.) and Glendale Lodges respectively, and conferred the Master's Degree upon four fellow employees. The visit to Glendale Lodge marked the 81st degree conferred by the Club.

Next regular meeting, Tuesday evening, June 8 at the Pacific Electric Club, 514 East 8th Street.

### Likee Workee

A Chinese newspaper published this letter from an applicant for work: Sir: I am Wang . . . I can drive type writer with good noise and my English is great. . . . My last job has left itself from me, for good reasons that large man has dead. It was on account of no fault of mine. So, honorable sirs what about it? If I can be of big use to you, I will arrive on some date that you should guess.

## Employment Aids College Students



Making their way while preparing themselves for life's work is an opportunity afforded many students in Southern California attending local institutions of learning through employment as Collectors in our train service. Above are seen, from left to right, M. A. Baldwin, C. G. Ericsson, D. T. Tarr, C. M. Winchell and L. Kilbort, all students in So. California colleges, who are employed out of the Pasadena car house.

**L**ENDING a helping hand to ambitious young men, desirous of fitting themselves for professional and vocational lines of endeavor, the Company has found it mutually advantageous to employ for part time, students attending local institutions of learning.

Practically every college in Southern California has a quota of students in our train service, the total number now employed being 30. The Company adopted the practice some six years ago and considers the plan highly successful.

For the most part they are employed as Collectors, their school hours permitting of employment during the morning and evening peak hours of traffic and on Saturdays, Sundays and holidays. They are thus afforded remunerative work for which they receive semi-monthly checks which go far toward reducing, if not meeting entirely, all expenses incurred during their college years. The Company profits through having in its service the high type of intelligence possessed by these students and the minimizing of number of Trainmen carried on "extra list."

The term "collector" is applied to them as designating men employed in train service, but who are not required to pass the regular Trainman's examination, although five days' preparation for the work is a stipulation. They are not required to purchase a uniform nor standard watch, wearing only a cap. Their work is confined strictly to the head or middle car of interurban trains. In many instances, however, these students qualify as Conductors, which carries additional earnings both

through the hourly wage and the possibility of giving them longer hours of employment.

In the accompanying illustration are shown five of these students from Pasadena who are working their way through college by availing themselves of this employment offered by the Pacific Electric. They are C. M. Winchell, who is attending college of Osteopathic Physicians & Surgeons in Los Angeles; Conductor D. T. Tarr, Electrical Engineering; M. A. Baldwin, Physics and Economics; Conductor C. G. Ericsson, who will graduate this month from a course in Mechanical Engineering; and Leon Kilbort, who has been with us for the past three years and who has qua-

## BASCULE BRIDGE IS PROBLEM AT LOS ANGELES HARBOR

There has been considerable speculation among Harbor residents and business men as to what is to become of the drawbridge across the West Basin in the future, writes J. M. McQuigg, Agent at San Pedro.

Various ideas have been advanced as to the advisability of doing away with this bridge and replacing it with a subway. One Engineer is reported to have made the suggestion that the Channel be dredged deeper, so as to allow the ships to pass under without the necessity of raising it.

Statistics on this bridge operation give some valuable information as to the number of times it is raised, thereby interfering with rail traffic. Record for six years period, 1920 to 1925, inclusive, show that 72,789 ships, tugs and other craft of 20 gross tons or more, have passed through this channel during this time.

This means that traffic was interfered with 72,789 times or 12,131 times in one year or 1011 times per month, or 34 times per day. As our trains in and out San Pedro average one every 15 minutes over this bridge, in addition to the Southern Pacific traffic, by figuring the delay or the time consumed of raising and lowering bridge at 10 minutes, would show that the bridge is in the air 3 hours and 40 minutes per day.

Naturally the question follows, how serious will this interference become in the future as water traffic increases in the West Basin. Traffic is certain to increase in this part of the Harbor as more industries are constantly being located in the West Basin.

For single track work. Mr. Kilbort came to this country in 1922 from Russia, where he attended a university and served in the French and Russian navies during the world war. He is now at the completion of a course in Economics and Science.

### COMPARISON OF ACCIDENTS DURING APRIL, 1925, AND 1926

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1926	1925	1926	1925	1926	1925	1926	1925
Interferences with vehicles ...	79	110	80	101	180	203	44	41
Collisions and interferences with cars .....	3	4	1	7	5	5	4	
Persons struck .....	4	3	2	4	5	1		
Deraillments .....	10	12	16	14	13	5		
On and off moving cars .....	8	11	4	4	13	6		
Miscellaneous .....	18	23	33	30	34	45	11	4
<b>Total .....</b>	<b>122</b>	<b>163</b>	<b>136</b>	<b>160</b>	<b>250</b>	<b>265</b>	<b>59</b>	<b>45</b>
	D-41		D-24		D-15		Inc.-14	
			1926		1925			
Interferences with vehicles .....			383		455		15.8% Dec.	
Collisions and Interferences with cars .....			13		16		18.7% Dec.	
Persons struck .....			11		8		37.5% Inc.	
Deraillments .....			39		31		25.8% Inc.	
On and off moving cars .....			25		21		19. % Inc.	
Miscellaneous .....			96		102		5.9% Dec.	
			567		633		10.4% Dec.	

Make Reservations Early at P. E. Camp

## IMPROVEMENTS CALL FOR LARGE OUTLAY

Calling for an expenditure of approximately \$165,000.00 this program of extension maintenance and betterments authorized by the Company during the month of May contemplate many improvements of varying nature at different points on the system.

The major portion of these improvements come under the supervision of the Engineering Department and are as follows:

Install and remove temporary stringers under track and perform necessary track work at Spalding Avenue, Verdon Avenue and Cochran Avenue on the Venice Short Line, and at Tremaine Avenue and Keniston Avenue on the West 16th Street Line, both on account of the construction of storm drain for the City by Northern Pacific Construction Company.

Construct 114 feet of spur track leading to the Cherman Furniture Mfg. Company's plant at Ascot Park.

Renew double track manganese crossings with the Los Angeles Railway at Ninth, Tenth and Eleventh and Hill Streets, which crossings the Company is under contract with the Los Angeles Railway Company to install and maintain. These three betterments involve an expenditure in excess of \$25,000.

In addition to these construction projects the Company has authorized the purchase of two 15/5 Amp. 10,000 volt G.E. Co. current transformers, for the purpose of providing high voltage current transformers for power delivery with our meter equipment, and to replace similar auxiliary equipment heretofore loaned by the Southern California Edison Company.

The purchase has also been authorized for four No. 2012 Joyce Gridland hydraulic jacks, to be used in raising the 600 and 700 class passenger cars for oiling and repairing side and center bearings. Previous improvised method of doing this work was considered dangerous and required an excessive amount of labor. The jacks will also be available for other heavy service and will be a valuable improvement to shop equipment and practices.

Mt. Lowe Tavern comes in for a share of capital outlay, the purchase and installation being authorized of a concert size Brunswick improved phonograph, or Panatrop, in order to provide music in the ball room. This electric producing phonograph will equal a four-piece orchestra in volume and eliminate the hiring of an orchestra for dances except on Saturdays during the Summer and will effect a good saving in music expense each year.

Other miscellaneous improvements are:

Replace double with single track, retiring approximately 685 feet of track to comply with request of City of San Bernardino, improve operating condition, and to save heavy maintenance expense.

Construct spur track connection at North Long Beach on the Long Beach

## Some Interesting Facts You May Not Know About Our Transportation Department

### Number of Employees in Varied Activities:

Passenger-train Service .....	1,409
Freight-train Service .....	184
Work-train Service .....	51
Motor Coach Service .....	123
Switchmen, Flagmen, and Switch Tenders....	200
Station Service .....	477
Supervision of Service .....	80
Car Service Agent .....	14
Instruction Department .....	4
Efficiency Department .....	10
Employment Department .....	3
Uniform Department .....	4
Timekeepers .....	16
Train Dispatchers .....	17
Telephone Exchange .....	5
Baggage and Mail .....	10
Superintendent's Office and Miscellaneous ...	39

Total .....

Number of Transportation Department Agency Stations ..... 58

### Number of Scheduled Trains Daily:

Passenger:	
Interurban Trains .....	2,257
Street Car Trips .....	4,527
Freight Trains .....	154
Express .....	83
Mail .....	17
Work .....	84

Total .....

Daily number of scheduled train movements in and out—

Sixth and Main Street Station .....	1,426
Subway .....	706
Hill Street Station .....	380

Daily number of scheduled trains between the hours of 5:00 P. M., and 6:00 P. M., in and out—

Sixth and Main Street Station .....	121
Subway .....	49
Hill Street Station .....	26

Number of freight cars interchanged with steam lines at Los Angeles

month of May, 1926 .....

Number of freight cars handled through Los Angeles Yard, month of May, 1926 .....

line to serve the Gorham-Durbrow Oil Company.

Install curve connections between San Bernardino-Redlands Line and oil spur at 3rd Street, San Bernardino, to eliminate the hazardous back-up movement now necessary in handling all cars between the oil spur and Arrowhead Avenue.

A team and house track at Southern Pacific Depot, Van Nuys, is to be constructed to serve Southern Pacific freight station which will be used jointly by the S. P. and P. E. Rys.

Construct new bridge at Ballona Creek on Inglewood Line.

Abandon and remove 3993 feet of track on Annandale Line, from Pasadena City Limits to line end.

Construct addition to freight house and trackage at Hollywood, Milton Ave., and Santa Monica Blvd., in order to enlarge freight station facilities so as to better handle increased freight traffic.

Construct and pave track at Market Street, Riverside, to conform to improvements to be made in Market St. by the City of Riverside.

Reconstruct, pave and install auto-

matic flagman at Vineland Avenue, Hollywood, on Van Nuys Line, to conform to improvements being made by City.

Reconstruct and pave track on Redondo Ave., Torrance, from Guadalupe Ave. to Border Avenue.

Construct temporary crossing across Sherman Cutoff at Burton Way, Sherman Junction to relieve traffic conditions.

### It's Always Fair Weather

He (poet lover): "My fair one, you reign supreme in my heart. Without you all would be dark and dreary. When the clouds gather and the snow and hail beat upon me, then I think of you. Immediately the warm southern winds come—the storms break—and through the dying showers I see your love shining bright and clear.

She (factory girl): "Hey, is this a proposal or a weather report?"

Husband: I found this hairpin in my pocket. Is it yours?

Wife (severely): No. I use brown hairpins. This is black.

He (brightly): Hm! Guess my fountain pen's been leaking.



## Know of an Excursion or Outing? Tell Passenger Dept.

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

A PLAN of more intense passenger solicitation is being pursued this season by the Passenger Traffic Department. The program includes the sending of several hundred letters to various corporations, churches, lodges and societies, offering assistance in arranging for picnics, outing or trips.

Many responses to these letters have already been received and are followed up by Traveling Passenger Agents with personal calls to a conclusion. The matter is handled in such a way so as to impress upon the patron that there is a real personal interest on the part of the representative in the success of the affair other than the revenue to be secured for the Company. It is believed that such methods will not only prove successful in securing business at the present time, but will develop a more substantial party business for the future. The basis on which it is hoped to build this future patronage is supplying a real service beyond the actual transportation of passengers.

During the month of May, which is ordinarily a quiet month, the showing made by passengers handled in special movements was very gratifying. There was a total of 67 special movements, handling in the neighborhood of 12,000 passengers. This does not, of course, include special steamship trains or other cases where extra equipment was provided in regular service. To do this, much time and effort was required of this Department, as many details were arranged entirely for the convenience of patrons, in addition to the arrangement of actual transportation, such as for amusements, meals, side-trips, theatre tickets, etc.

An important item included in the above total is the handling of officers, cadets and sailors from the German cruiser "Hamburg," this being a German training ship, and incidentally, the first German warship to drop anchor in a United States harbor for the past 14 years. It was in Los Angeles Harbor from May 18th to 30th and contributed to this Company a total of 2,358 passengers for special movements.

Any tip turned in by employees in other Departments as to prospective party business will be very much appreciated and every effort made to secure it. Passenger agents are, of course, very busy at this particular

## Best Record Yet Made In Traffic Tips

FIFTY-THREE traffic tips from twenty-three employees aggregating the possible movement of 76 persons to various points in the United States was the splendid record of tips furnished the Southern Pacific solicitation forces last month by Company employees. This exceeds considerably any previous month's records of tips supplied by our forces.

P. H. Lyon of the Freight Traffic Department, and Frank A. Rulison, of the Accounting Department, were the month's leaders in the number of tips supplied, each reporting 12 prospective travelers. S. W. Carpenter, Conductor, So. Division, was the runner-up with 7 travel prospects.

Among others who reported knowledge of travelers were:

Melvin Armstrong, Asst. Frt. Agt., Upland, E. T. Allen, Conductor, West Div., R. T. Boardman, Motorman, So. Div., G. A. Brown, Agent, Garden Grove, D. H. Carey, Conductor, No. Div., Hugo Dummer, Frt. Clerk, Glendale, (two tips), J. E. Dickson, Mechanical Dept., E. S. Donaldson, Agent, El Segundo, H. T. Dullnig, Substation Operator, E. E. Foskett, Agent, Compton, (two tips), E. L. Griffin, Conductor, West Div., A. Hornbuckle, Motorman, So. Div. (3 tips), E. Hubbard, Motorman, No. Div., E. Joseph, Conductor, No. Div., E. A. Riley, Agent, Hollywood, J. H. Sandman, Agent, Sawtelle, Wm. Mathieson, Acct. Dept., (2 tips), Harold K. Moss, Agent, Gardena, P. R. Pizani, Mech. Dept., Walter Phillips, Conductor, West. Div.

time of the season arranging for summer travel and the co-operation of other employees will be helpful and also appreciated.

"You should have seen Mabelle dance the Charleston last night."  
"Dance nothing! She was just standing there watching, and a June bug fell down her back."—Michigan Gargoyle.

## NEWS FROM L. A. HARBOR

By J. M. McQuigg, Agent, San Pedro

Sulphur shipments during May were the heaviest ever recorded at this port. This commodity comes from Central Louisiana and is shipped to Sabine, a deep water port, on the Gulf by rail, where it is loaded aboard ship.

The Union Sulphur Company is handling all sulphur coming into this Port, the Company maintaining their own line of steamers. The Herman Frasch on May 10th to 14th discharged 7000 tons consigned to the Stauffer Chemical Co. and Str. J. R. Gordon, discharged 7700 tons May 18th to May 22nd, consigned to the General Chemical Company, El Segundo. All this product moved by rail out of the Harbor and was discharged at the Outer Harbor Dock & Wharf Company, acting as Agents for the Union Sulphur Company.

It has been announced that the dredging of the Main Channel from the Outer Harbor area, as far as the turning basin, will start within a short time. The main channel is to be dredged to an average depth of 35 feet. There is available from Government Funds approximately \$1,900,000 to cover this dredging cost. Of this amount \$207,000 will be paid to the City of Long Beach to reimburse for money paid in dredging the Long Beach connecting channel from the Bascule bridge west of the turning basin and the Los Angeles Harbor.

The new transit shed on Terminal Island, Berths D & E, are well started, the frame and steel work being up. This will be a one story steel constructed shed very similar to Berth 232 D & E. It is not yet announced what steamship companies are going to be assigned to this new berthing space, although several of the large lines docking at other berths in the Harbor have made application for the new shed.

Swayne & Hoyt S. S. Company, who are docking their boats at Berth 57 Pier 1, have recently purchased four more ships to be added to their Inter-Coastal service. This Company are handling cargo from Gulf points, principally New Orleans. The Point Bonita, the first of the new ships added to their Fleet will arrive with general merchandise cargo May 29th, followed by the Point Reyes, the Point Fermin, and Point Sur in 15 day intervals, all sailing from New Orleans.

Shipping from the Harbor for month

of April was very good, showing a substantial increase over April, 1925. The import business for the last three months was much heavier than the export, showing foreign nations are not buying as heavy as they are selling.

There is quite a large movement of export commodities moving to the Orient. As a matter of fact, there are certain commodities for which Exporters are unable to obtain bookings to the Orient on account of the fact that rates have been in controversy and certain commodities the Oriental lines now refuse to handle on account of the rate situation.

One of these commodities is old newsprint paper, which rate was cut from \$9.00 to \$8.00 and very little newsprint is being exported, whereas up to three months ago, there was quite a heavy tonnage moving, mostly by the Japanese lines.

One of the heaviest commodities moving to the Orient at present is Kerosene, the bulk of which is moving to ports in China.

The German Cruiser—"Hamburg" sailed for San Francisco May 30th, after a 12 day visit at this port.

It is reported as being the first German vessel of its kind to visit any American port since the great war.

#### FISHING BARGE AT VENICE

Lovers of deep-sea fishing now have another opportunity of indulging in this sport with the anchoring of a large steel barge, known as "C-1" off Venice Pleasure Pier last month.

No doubt the largest barge ever anchored in this section being 42 by 158 feet, it is fitted up in good style, accommodations for all night fishing parties, dancing, lunch and soft drinks being features available to its patrons. For a day of fishing, including launch ride to and from barge, pole and bait, the fee is \$1.00.

### Chef 'Al' Tells Secret of Real Clam Chowder

ONE of the many delicious dishes and favorite recipes of Al Bernard, Chef at the P.E. Camp, is his original method of preparing "California Clam Chowder." For the benefit of the ladies we prevailed upon him to tell just how it is done. Here's the procedure as he kindly outlined it:

#### Ingredients:

Underwood Clams	2 cans
Bacon	2 oz.
Salt Pork	2 oz.
Potatoes	1 lb.
Onions	3 oz.
Butter	2 oz.
Bell pepper	1
Celery	1 branch
Milk and cream.	

Cut bacon and pork in very small dice. Put in sauce pan when partly cooked, adding butter. Mince onion finely and enough flour to make a thick paste. Stir briskly until the flour is finely cooked, but not brown. Set aside.

Put clams in another sauce pan, adding fine diced potatoes and celery, equal portion of milk and stock, (if no stock, water). Boil slowly until potatoes are tender, then add other ingredients, stirring until well blended. When thick, add cup of cream and bell pepper finely minced. Keep in hot place, but do not boil. Stir in enough cayenne to warm to taste and serve.

#### Warm Work

The examinations, which will be held under the supervision of Mr. Bohon, will begin promptly at 10 o'clock.—Missouri paper.

### REDONDO BEACH PLANS MANY FEATURES FOR SUMMER

The regular schedule for the summer season in the Redondo Beach Ballroom went into effect June 1st, dancing being scheduled for every evening (Mondays excepted) also, Sunday afternoons. Owen Fallon's Californians, a jazz orchestra, who proved so popular during the last few months, have been engaged.

The grand opening of the summer season will take place on Saturday and Sunday, June 26th and 27th. On Saturday evening there will be a special children's hour in the Ballroom from 6:30 to 7:30 o'clock when all children will have the privilege of free dancing. A Carnival Ball will be staged, beginning at 8 o'clock, with fun hats, noise-makers and other novelties for the dancers. On Sunday band concerts, soloists and vaudeville, both afternoon and evening, in the open air music plaza will be features.

Throughout the season there will be band concerts, soloists and vaudeville acts every Sunday afternoon and evening; also the afternoons and evenings of holidays and every Wednesday afternoon free dancing in the Ballroom for the children; also a free vaudeville show in the music plaza.

On Saturdays, Sundays and holidays an admission charge for men to the Ballroom will be made. Employees will please note that this charge has been abolished for all Company workers. In order to gain free admission to the Ballroom on above days it will be necessary to present Company pass or P.E. Club membership card.

Fishing at Redondo has been exceptionally good during the last few weeks. The boats coming in from the fishing waters having a big variety of barracuda, yellowtail, halibut and all other kinds of sea foods. Motor boats are running daily from the pier almost every hour carrying passengers to the fishing barges at a cost of \$1.00 per head, which includes line and bait.



As indicating the exacting extremes to which the motion picture industry goes to add realism to its productions, the Buster Keaton Studio recently purchased from this Company 12 obsolete city type passenger cars. The picture under production, being timed during the Civil War period, it required the work of a large force for several weeks and considerable expense in converting them into standard steam line passenger equipment used in the Southern States during the war. They were recently shipped to Truckee, California, where a thrilling "wreck" will be staged, following which they will be permanently consigned to the scrap heap.

Make Reservations Early at P. E. Camp

## WHEN FOOT GETS HEAVY HERE'S HOW FAST YOU GO

The relation of speed to distance in a given time is not well understood by the average person, but by glancing at the accompanying table, appearing in a local paper, it is plainly evident that the amount of ground traveled in one second of time increases enormously as speed is increased.

Car speed in miles per hour	Number of feet the car travels in one second
10	15
15	22
20	29
25	34
30	44
35	51
40	59
45	66
50	81

Further enlightening, according to the article, is the fact that a car traveling at the rate of ten miles per hour and maintaining that speed, will hit an object fifteen feet distant at the end of one second. If a car is traveling at the rate of fifty miles per hour and maintains that speed, it will hit an object eighty-one feet distant at the end of one second.

To convey some idea of how short a space of time one second represents, it takes just about one second to speak deliberately the words "one second." To gain a better comprehension of how great the difference is between car travel in feet per second at ten miles per hour and that a fifty miles per hour, measure off fifteen feet, then measure off eighty-one feet and compare the two distances.

This will help all realize some of the dangers of driving at high speed.

## CONTRAST RAILROADING COSTS OF 1915 AND PRESENT

Reduced to a cost per pound basis, a broadcast of the Southern Pacific Company last month disclosed the fact that steam locomotives, which cost 7.09-cents in 1915, now require an expenditure of 17.3-cents per pound, an increase of approximately 140%.

"Public interest has occupied itself largely with the advancing cost of living," says J. H. Dyer, General Manager. "Few people, however, are aware of the fact that ten years in which food stuffs prices advanced 46 per cent, the cost of locomotives advanced 140 per cent. The Pacific type locomotive that in 1915 cost \$25,585 now costs approximately \$75,000.

"Other costs of railway equipment and operation have increased proportionately. Meanwhile railway income, restricted by legislation, has shown no increase corresponding with either the mounting cost of living or the swollen expense of railroad operation.

"The Company's gross revenue since 1914 has increased only 24.5 per cent per freight ton mile, and 28.2 per cent per passenger mile.

"In view of the high cost of railroad living only the increased efficiency of railroad administration and operation enables the carriers to do business at even a slight profit."

## P. E. 'Family' Names Tell A Story

By E. H. Heckert  
Chief Clerk  
Special Agent's Office

SOME time ago a RICH (W. L.) YOUNG (E. L.) ENGLISH (E. F.) LORD (L. B.) left YORKE (H. G.) ENGLAND (F. B.) for a HOLLIDAY (E. O.), he had been going a PACE (A. B.) for he was a HUNTER (P. G.) and to GALLOP (R. W.) DALY (J. H.) through the GREEN (F. A.) WOODS (G. G.) on his GRAY (L. W.) COLT (L. C.) in search of a FOX (J. B.) a WOLFE (E.) or even LYONS (J. M.) was KEENE (L. H.) sport for him. Among the passengers aboard ship were a MILLER (H. E.) and a GARDNER (B. B.) from HOLLAND (O. C.) and a BAKER (A. P.) and DRAPER (H. E.) who were FRENCH (O. W.). Conversation was difficult as they could CONVERSE (F. W.) only in their native tongues. A DIVINE (H. B.) just returning from a visit to His GRACE (G. H.) the POPE (P.) spoke to him and asked if he were also a PARSON (E. B.) He, recognizing the language he could SPEAKE (A. J.) replied, that he was not, but that he was a CHRISTIAN (H. M.) and LOYAL (J. W.) to his KING (M. D.) in WINDSOR (W. H.) Castle. This answer pleased the BISHOP (S. A.) who was WISE (H. E.), WISER (H.) than he appeared and he became interested in this WILD (C.) YOUNG (W. F.) MANN (B. F.) to a LARGE (R. W.) degree.

The PRIEST (H. D.) suggested they try their luck in pursuit of the FINNEY (W. A.) tribe, calling the STEWARD (W. E.) they ordered him to bring them COTTON (W. S.),

## President Shoup Gives Views on Courtesy

COURTESY and success are linked together, said Mr. Shoup recently.

"Courtesy should be a subject for fruitful discussion indeed. In word, in action, in bearing, it has almost infinite forms. It is the finest guise that human relationship in the long years of life takes on. Back of it are kindness, understanding, and sympathy. It brings to its possessor great reward aside from the obligation that rests on all of us as expressed in the Golden Rule.

"It minimizes misunderstanding and the difficulties of the moment. It creates friendship. It is a very broad word in its place and best meaning, and well worthy of the consideration that is to be given it."

LYNES (O.) and different BATES (H. G.). At FURST (J. C.) they could DOOLITTLE (R. M.), as their lines would KEEP (G. H.) getting in a MIX (C. H.), but after taking in the SLACK (F.) the FYSH (F. R.) began to bite and it seemed as though a MILION (M.) were biting at once. HERRING (L. W.) and BLACK (I. E.) BASS (A. L.) were pulled in and a four hundred POUNDER (J. E.) was landed, which made the rest appear SMALL (G.) compared to WALES (F.) It was impossible to COOK (J. M.) it as their STEELE (R. M.) BLADES (C. L.) would NEITHER CUTT (P. D.) nor BUTCHER (G.) it, so they decided to SHOVE (L. V.) it overboard and while the catch was BROWNING (W. L.) the party planned to ROWE (R. F.) ashore and HUNT (F. L.) other games that HYDE (C. L.) on the mountain PEAK (O. T.) which ROSE (G. D.) to meet their GAZE (W.) some MILES (T. H.) away.

The water not being deep, some of them wanted to WADE (M. S.). Two COUSINS (W. F.) EASLEY (D. F.) beat the PORTER (P. T.) who was not as HALE (O. W.) and HARDY (I. J.) to shore. Then began the RUSH (A. A.) up the HILL (C. P.). The CARPENTER (S. W.) could PASSMORE (G. W.) as he was a better WALKER (J. M.), being a TALLMAN (R. E.) and not as MEEK (C. G.). At last the TOPP (F. G.) was reached. A JUDGE (W. F.) looked HAGGARD (M. R.) and sat down under a PALM (F.) and began FANNING (W. H.) his REDD (G.) face with his BROWN (J.) HATT (G.). After the party had eaten an APPEL (L. H.) and PICKLES (G. E.) they descended into the DALE (J.), as they were approaching a village a CLOUD (S. T.) appeared and in a SHORT (C. B.) time KNIGHT (C. W.) was upon them. It was as dark as TARR (D. T.) and presently thunder was HEARD (P.) followed by RAINE (G. T.) in SHEETZ (E.). No MOON (V. C.) nor STARR (B. B.) to guide them. It was a RIDDLE (A. E.) to avoid a PITT (A. C.) which increased in size to a LAKE (A. G.), but a FARMER (W. R.) in a McINTOSH (J. F.) led them down a LANE (T. W.) of CHERRY (E. D.) trees to his HOUSE (G. W.)—a NEWHOUSE (O. R.), where the FLOWERS (E.) always BLOOM (W. R.)

He handed them a TOWLE (H. P.) and soon they were all comfortable as RAINWATER (W. A.) DRIES (H. W.) quickly. ABREW (M.) was then brought in, which resembled BEER (G. S.) and each STEIN (B. B.) tasted like PABST (A. F.). Somebody inquired the PRICE (G.), and was told it was not for SALE (E. D.) as BYERS (W. W.) were prohibited. The host placed a LOCK (E. W.) on all the GATES (C. F.) as some of his NEIGHBORS (C.) were CROOKS (L. A.) and had stolen some of his CATTLE (J. R.)—a BULL (W. L.) recently disappeared from a POOR (H. L.) MILLER (H. E.) over near the MILLS (C. L.) At the first RAY (E. H.) of LIGHT (V.



A.) the GRANGER (J. M.) BOUNDS (B. L.) out of bed, as he had WORK (W. H.) to perform that DAY (A. W.). Pulling his BELT (C. H.) tighter, he SHOOK (C. A.) his guests, giving them each a STAFF (C. W.), A BIGGERSTAFF (C. H.) was given to the BUTLER (A. T.) for a CAIN (R. P.), as he was MANLY (B. F.) and acted as their CARRIER (W. G.) through the FIELDS (R. A.) and GROVES (W. L.). He noticed a WHITE (F. H.) BIRD (R. F.) he thought was a HERRON (A. W.) perched on a PLANK (D. E.) in a HIGHTOWER (P. M.). He paused a moment, stroked his BEARD (W. F.) with his HAND (S. H.) and gave CHASE (B. C.) down a long HALL (L. D.) lined on both sides with CANNON (W. H.). He knew this must have been a GARRISON (T. L.) used in the WARR. (D.)

HIGH (N. D.) up in the GARRETT (J. D.) he found a LOCKETT (E. R.) with a large GARNETT (T. C.) held by one LINK (G. F.). This luck helped him SETTLE (E. L.) a BATCH (A. A.) of old bills and buy a PACKARD (E. I.) KARR (F.) as a FORD (L. P.) or JEWETT (J. A.), was too PETTY (R. B.) for him to live in a state of BLISS (A. A.)

And now FELLERS (C. E.) as I put my PENN (O. O.) aside, I am wondering as I say GOODNIGHT (W. H.) if after you have READ (W. T.) this yarn you think I am LOONEY (C. M.) or just a plain NUTT (M. I.)

### RECKLESS AUTO DRIVERS TO PAY FOR TRAIN DAMAGE

If you care to assault a 340 ton Southern Pacific locomotive with the family flivver, or crash a railroad crossing gate with a Rolls Royce, just sail right ahead, invites J. E. Newman, claims attorney for the company. But, Newman adds, it's going to cost you money!

This year, in accord with its new policy of bringing suit against careless motorists who risk their lives and damage company property, the railroad has collected thousands of dollars in scores of claims and judgments ranging from \$2.31 to \$300. Last year, one flagman was killed, five others injured and 300 lowered crossing gates along the company's right of way crashed through by reckless automobilists. Many standing trains were run into and damaged by careless drivers. And so the railroad decided that during 1926 the careless and the reckless should pay the piper.

"This is a safety move," Newman said. "We hope eventually to make it mighty expensive for drivers who speed so fast that they can't stop for small matters like a lowered crossing gate. It seems that people think more of their pocketbooks than of their lives. Put up a sign 'Beware—Broken Glass on Crossing!' and the average man who tries to beat a train to save thirty seconds would probably slow down out of respect to his tires.

"Trying to assault a locomotive with an automobile is like trying to stop a charging lion with a pea-shooter. It

### AERA EDITOR PAYS US VISIT

The Bureau of News was favored with a visit on May 18th by John W. Colton, Editor of the Aera Magazine, a ranking electric railway industry publication. Mr. Colton, whose headquarters are in New York City, combined a pleasure and business trip in which he visited numerous electric railway properties throughout the United States.

While in San Francisco the Editor addressed the California Electric Railway Association there in session on the subject of "Publicity." Outstanding in his interesting remarks was Mr. Colton's prediction of the time when street cars must be given preferential use of metropolitan city streets. Despite the increase in use of automobiles, he pointed out that the trolley car now, and in the future will continue to be the leading transportation medium of the masses. Congestion, in his opinion, will soon reach the point when it will be necessary in many cities to restrict the use of main downtown thoroughfares to street cars, motor coaches and other public conveyances and merchandise deliveries made during the night and early morning hours.

isn't being done successfully; but it is costing those who try the experiment a lot of money and trouble."

### CITE DANGER OF PURCHASES MADE ON TIME PAYMENTS

Economists throughout the country in expressing alarm at the growing tendency of the American public to purchase non-essentials on time payments, point to the fact that during the past year three billion dollars worth of automobiles were purchased, 75% of which represents deferred payments to be made from income. These sums do not include used cars, the estimated total cost of which adds another \$900,000,000 to the total.

About four million automobiles are being produced annually and there are now in use in this country approximately 20,000,000 cars.

Were time payment buying limited to the automobile, the authorities point out, there would be no need of alarm, but with the burden of homes, radio and modern household equipment payments falling due, all are agreed that it is well to discourage the growing habit, which if carried too far would seriously impair recovery were a financial panic experienced.

A most interesting gentleman, a brief talk with Mr. Colton soon discloses how, under his editorship, the Aera Magazine has become recognized as one of the most authoritative electric railway journals of the nation.



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# DEPARTMENTAL NOTES

## MECHANICAL DEPT. By Willis M. Brooks

Judah Bakesef, for many years associated with the P. E. family in the Drafting Room at Torrance, has left the service, we understand to go into business with his brother in San Diego. Fight fans will recall Mr. Bakesef as a very clever boxer, having participated in several P. E. picnic events.

Mr. Fowler in the Paint Shop reports no news of interest, "just spreading paint."

In the Mill there is also a dearth of news, Sam Bragunier still on the sick list and George Dowling again on the job. Oh! yes! Dirk Mol has a brand new Ford.

We understand that Dave Finnegan, in the Controller Room, has purchased a new Dodge coupe.

Mrs. Secombe and her daughter plan a vacation trip to Chicago to renew old friendships and visit their relatives.

Apparently Bill Hankins has found the lure of the desert, for he spent his vacation somewhere up on the Mojave.

The P. E. family is growing by leaps and bounds. The other day an old mother cat had a litter of kittens and chose the bed of the armature lathe as a home for her family. Unfortunately she had a hard hearted landlord, who forced her to move.

Mr. Edgar White is planning a vacation trip to New York.

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

The following vacationees have returned from their annual leaves spent at the following places:

D. W. Banks—Imperial.  
Bessie Dilcom—Long Beach  
Marie Martinez—Mexico City.

Leonard Smith has resigned to try his hand at ranching in the Mono Lake country. William Griffith succeeds "Len" in charge of the automatic couplers.

We hope that Judge Chambers doesn't see this item, but the fact remains that Capt. Guy McClure has a new Chrysler Six, while Ray Jones is sporting a Hudson Super. Talk about "the Guy with the green gloves"—nothing but class here!

W. H. Osborn, who acts as paymaster, besides looking after the Company's freight interests at Long Beach, recently took a much needed rest at the Tavern, Mt. Lowe. Mr. Osborn

informed the writer that it was his first vacation in 16 years.

We could tell that W. H. was slowing up somewhat, because on last payday, instead of handing out a snappy story with our check as usual, he had to resort to: "Why, was Napoleon buried on the side of a hill?" Such symptoms are usually diagnosed as Trontitis, or some similar summer complaint.

In a moonlight setting with plenty of weiners, ukuleles, etc., Iva Clark entertained at a beach party in honor of L. H. Talbert's birthday on May 25th. Some 20 guests were present and a large time was had by all.

No more will the Morgan Avenue gang depend upon the fishing prowess of Bill Griffith and Joe De Vries for their fish dinner. These two worthies, after warning us to come down and help carry home the catch, gaily sailed away on the good ship "Moonlight."

They had promised the bunch everything from a yellow tail to a sword fish, but returned that same evening without fish. In response to the many queries regarding the catch, Joe replied, "Well, Bill lost his line and I was too busy feeding them."

Assistant Trainmaster, Carl Bowers has transferred to Los Angeles for duty, and L. A. Antista, formerly of the Dispatcher's force, is filling the vacancy at Carl's desk.

## ACCOUNTING DEPT. By George Perry

Mrs. Anna Smith, who has been on sick list for some time, is at her desk again. We are all glad to see her back and trust that she has completely recovered.

Mercedes McDonald, Comptometer Operator, left the service of the Company May 29th. As a token of friendship her associates of the Stenographic & Comptometer Bureaus gave her a very handsome scarf and handkerchief.

Mila Utkin, who left the Company last month, and Harley Clark of the Freight Accounts Bureau were united in marriage in the latter part of May. As a wedding present from the office force an electric toaster came as a pleasant surprise. We wish happiness to the newlyweds.

Leaving for St. Louis May 20th, Joe Grilleaux, Road & Equipment Bureau, was given a suitcase to carry traveling necessities. His intention after arrival at St. Louis is to study law part time and work part time. Charles Sein of the same Bureau is fulfilling the duties vacated by "Joe."

Miss Effa Sullivan is taking the  
**Make Reservations Early at P. E. Camp**

place of Alice Ehlers, who is on vacation in Spokane, with her mother.

"Bill" Collins, Road & Equipment Bureau, left our midst in the latter part of May, and we understand he is now doing M. C. B. work for the California Petroleum Co. On departure "Bill" was presented by "the bunch" with a leather travelers kit. All regret his leaving.

Another good man gone wrong this month is George Watson, the very good reason for which was Miss Lucille Bailey. They took the fatal step Sunday, May 23rd, spending a short honeymoon at Coronado. On return to the office George found on his desk an electric coffee urn, tray and sugar and creamer. Hearty congratulations and best wishes to you.

Mrs. Marie Stibbard whose marriage was announced in the last issue of the Magazine, has left the service to take up the duties of housewife. Noble Oates is filling the position left open by Mrs. Stibbard.

Robert Cole, General Accounts Bureau, has been transferred to Hill St. Station, where he will work as Conductors Cashier. His desk is now held by Miss Ruth Patton.

Mrs. Lillian Chamberlain, Stenographic Bureau, who was recently married, left the 5th of June to stay at home. She has been in the service 4 years and is taking a much needed rest.

Another call to the stage in the Conductors Accounts Bureau occurred last month when Ina Ramos left the service to join the troupe of Fanchon & Marco. She is the second girl to leave Miss Templeton's office to join this play.

Miss Marie McDermott, Comptometer Bureau, who has been with the Company for 15 years, and who was Assistant Head Clerk, left the service May 29th. We all united in saying good-bye and giving her an electric set consisting of toaster, waffle iron and percolator.

Miss Hazel Peterson, Conductors Accounts Bureau, left the Company on May 15th to be married. It has been learned that her name has been changed to Mrs. Henry Morris.

Vacations for the month of May are as follows: Helen Bettis, P. E. Camp; Anna Beseman, Catalina; Lillian Polhemus, Home; Edith Simeon, Vancouver; Mildred Goodwin, Vancouver; Hazelle Mayes, Modesto; Emma Blasil, Chicago; Marie Aubert, Home; Mrs. Marie Cain, Home; Ruben Hackbarth, Milwaukee; "Bill" Hamilton, Capistrano Beach; E. L. Williamson, Home.

Hooray! Mr. George Perry, known to most of us as "Percy" has at last joined the ranks of the "Proud Ford Owners." Yep. It's all paid for.  
—Contributed.

## SOUTHERN DIVISION

By M. R. Ebersol

F. L. McColley, Terminal Foreman at 6th and Main Streets, spent several days on his ranch up in the Sacramento River Valley, preparing for next fall's crop. Here's hoping you get a bumper crop and prices, Mack.

Paul Hollis sold a Chevrolet Coach to W. H. Cason last month. It is a dandy and Cason got all the trimmings, etc., that go with a new car.

Geo. Bowers of San Pedro line took off several days and drove to San Francisco bay region, and reports good time and a fine trip.

Motorman D. H. Raub, San Pedro line, was off three weeks sick with an attack of flu, but is now back on the job again.

Conductor T. R. Hodges of Whittier Line has been off two weeks with a touch of rheumatism and seems to be slow in getting into shape again. Good luck, Tom.

Motorman T. Barkley of Redondo is on the sick list; also Motorman P. Pope of Watts is reported sick.

The P. E. Rod & Gun Club have joined the National Amateur Rifle Association and the club now offers rifle, large and small pistol and shot gun shoots regularly each month and invites all P.E. employees to join the club and shoot. There are no doubt many good marksmen in the ranks, and they should get out and try for some of the many valuable prizes and honors the club offers.

Conductor L. E. Englehart of run No. 7 left for his old home, due to sickness of his father.

Listen, folks, there is one of our Santa Ana line boys, who up to date has not put out the cigars; in fact, he's acting like nothing has happened. How long can he get away with it?

Well, here's wishing both of them the best that the world affords.

Conductor C. O. Pierson of Whittier is enjoying his 12 day vacation. With his family he is touring the state by auto.

Several new men have recently joined our ranks. Many of these men are facing perplexing conditions, so help them by word or deed whenever the opportunity affords. Remember when it was your turn, a little help went a long way in smoothing over the rough spots.

The following Trainmen transferred to freight work recently: A. R. Jackson, E. A. Schmidt, T. J. Andrus, T. Lyons and E. A. Wagner.

Motorman C. E. Elliott of Newport line is again on the job after 60 day

leave spent on his ranch near Santa Barbara.

Motorman B. M. Gilliam of San Pedro special is now the proud owner of a Buick sport model roadster with all the fixings. A frequent lady companion suggests the probability of a Mrs. B. M.

Hiram T. Jarvis, mechanic at Whittier for the past year, has been transferred to Sixth and Main, and has been succeeded at Whittier by Geo. W. Blackwell.

Conductor M. R. Yeager of Whittier line reports having fine time on recent vacation, including a trip across the lower border.

Clifford LeRoy Schmidt has arrived to brighten the home of Conductor E. A. Schmidt, who is now working on freight. Congratulations.

## NORTHERN DIVISION PASADENA

By R. S. Peterson

A telephone call from Mrs. S. C. Olcott, 103 South Craig Avenue, Pasadena, of highly commendatory nature was received, stating her handbag containing money, a prized gold watch, and other valuables, was left on the fire plug in front of the S.P.-P.E. Sta-

## Four Deaths In Ranks During Month of May

FOUR deaths marked the toll exacted by the "grim reaper" from our family ranks during the month of May, three of whom were Trainmen. All of the deceased carried both Group and Mortuary Fund protection for their families, the total payment aggregating \$8,164.69.

Those whom death called were:

Charles F. Johnson, Trucker, L. A. Freight House.

Quincy L. Thompson, Trainman, Northern Division.

Louis A. Walls, Trainman, Western Division.

Phillip Kohnle, Trainman, Southern Division.

Two additional disability claims were allowed last month, making a total of 19 employees receiving monthly payments pending recovery of health. The total amount thus disbursed monthly is \$1,256.45. Thomas G. Brown, Blacksmith, 8th and Hemlock and Edward D. Foster, Trainman, Northern Division, were the additional disability claim recipients added during May.

To the bereaved relatives of those saddened by the taking of their loved one, in behalf of the P. E. family, we extend the hand of sympathy.

tion, Pasadena, and was taken to her home by M. L. Anderson, Bus Operator, who found the purse.

C. C. Tibbetts, Terminal Foreman at Pasadena, has been greatly missed during the past month and we hope that rapid recovery from sickness will permit him to return to his regular duties soon.

Some of the fishermen who make frequent treks to the beach, deep-sea fishing, report little success on recent outings and those who had high hopes of appeasing their appetites with fresh fried fish were sadly disappointed.

Introducing new men: Conductors H. D. Haverick, R. F. Smith, J. A. Wilton, W. E. Kennedy and Motormen J. H. Raymond, J. W. D. Chism, L. G. Bate and G. F. Tate. Motormen L. G. Bate and G. F. Tate come to us from the Birmingham and Midland Tramways, Birmingham, England, having there had experience as Motormen for eleven and four years respectively.

Conductor J. W. Crouch transfers to Pasadena from Redlands on account of the removal of the car lines in that city.

Conductor R. T. Bowen was unfortunate in having his big toe mashed due to trolley rope breaking and the trolley catcher falling on it. He can only get around by the aid of crutches.

Conductor George Fielder is now on a leave of absence to go to his old home in England and has taken his family with him. We know his observations there will convince him he is working for a very good company.

## STORES DEPARTMENT

By Fred B. Hopkins

On Saturday, May 29th, E. W. Lock, Store Inspector at the Torrance Store, left in company with Mrs. Lock via Southern Pacific for New York, from where they sailed on the White Star Liner "Majestic" on Saturday, June 5th, for a four months' sojourn in England and Wales, visiting scenes of their youth. They expect to return in October.

Mr. Lock came to America thirteen years ago, following five years of service with the Great Western Railway in England and Wales and first resided in Des Moines, Iowa. In 1917 he came to California, entering the employ of this Company and has since served in various capacities in the Stores Department.

Places they will visit while abroad are:—In Wales,—Cardiff, Llanhilleth and Newport, and in England,—Southampton, Bristol, Cheddar, Gloucester, Hereford, Oldham, Manchester, Blackpool and London.

General Storekeeper C. C. Fenimore attended the annual meeting of representatives of the Stores Depart-

ment of Allied Lines on the exchange of surplus materials held at Sacramento on May 11th and 12th.

On Thursday, May 20th, he read a paper on the subject of "Storekeeping Methods" at the meeting of the California Electric Railways Association held in San Francisco.

Congratulations are being extended Mr. and Mrs. James E. Livermore, for the arrival of a nine-pound baby girl,—Beatrice Doreen, on Monday, May 24th in Los Angeles. Mr. Livermore is General Clerk in the Stores Accounting Bureau and has been with the Company about three years.

Ray Cragin, Storekeeper at Washington St., spent his two-weeks' vacation during the latter part of May in Omaha and Hartington, Nebraska.

Receiving Clerk Frank Shanahan recently purchased a new home in Compton.

Section Storekeeper Julian Booth resigned the end of May to accept a position with the Standard Oil Co.

Miss Elsie Clansky, Comptometer Operator, in the Stores Accounting Bureau, has returned to duty after her two weeks' vacation, which she spent at home in Long Beach and at Anaheim and Alhambra.

Miss Hilda Price, former typist in the General Storekeeper's Office, left Saturday, May 29th, for Boston, Mass. where she expects to remain for the summer. Expressions of sympathy are being tendered "Lonesome Leonard."

A near tragedy was narrowly averted on Friday evening, May 21st, in Los Angeles, when as she was about to board a Los Angeles Ry. (yellow) car at 3rd and Western Ave., Miss Lena Gill of the Stores Accounting Bureau, had the misfortune to turn her ankle on a traffic button, causing a fall and severe sprain. Due to the fact that the car was approaching and right upon her when the accident occurred it might be considered an act of Providence that a more serious consequence did not result.

Lile Padilla, Assistant in the Addressograph Bureau, has returned to duty from his two weeks' vacation spent at home and in the environs of Los Angeles.

Fremont Jackson, son of Line Storekeeper John Jackson, has entered the employ of the company replacing Robert Lessing, resigned. He is employed in the Stores-Shop delivery service.

Fred Dilthey, Storekeeper at San Pedro and Long Beach has been spending his vacation at home in Torrance, "cultivating the dahlias" and making a few trips over the P. E. System.

## WESTERN DIVISION

By E. C. Brown

The next Trainmen's get together meeting will be at Sherman, Wednesday, June 16th at 8 P. M.

We are sorry to relate the passing of Motorman Louis A. Walls after a long illness. His death occurred May 13th. Trainmen friends of Ocean Park Car house acted as pall bearers, one of his last requests.

Motorman Glen Brumagin of Sherman, who recently married Mrs. Hazel Hamilton of Hollywood, announces they will be in their new home to friends at 9031 Coverly Drive, Sherman, after July 6th.

Motorman R. G. Miller, Chairman of trainmen's meetings and Executive of the Pacific Electric Club, has quit Sherman for a run at Hill St.

Motorman H. C. Porter of Glendale, is spending his vacation visiting his old home in Pennsylvania, while Conductor C. E. White, Glendale, has returned to work after a vacation trip to Washington.

Switchmen Blakely and Wolfe, who are called by the boys, "Ike and Mike," insist that they are not brothers.

We hear some good fish stories now since Switchman R. Ratliff returned



J. W. May and his afternoon catch, measuring 5 to 14½ inches, at P. E. Camp. Due to heavy stocking of lake two years ago, fishermen report the sport excellent this season.

from his fishing trip at Catalina. That big! honest.

Conductor M. C. Myers and Motorman E. A. White have returned to work after "Fording" it through Northern California.

Congratulations to another member of the P. E. family who has joined the ranks of the benedicts. Motorman J. M. Chadwell and Miss Marie Georgeton of Sherman were married at Santa Barbara May 17th. The happy couple are now at home at 8955 Keith Avenue, Sherman.

E. C. B.'s monthly suggestion—"Let's have our uniforms cleaned."

## 7TH ST. WAREHOUSE

By Daniel Sanchez

R. O. Schmidt, Clerk at State Street Yard, has been transferred to Freight Claim Dept.

A new recruit at the warehouse is Perry Netzley, Mail Clerk and Messenger, who succeeds Robert Morgan. Morgan has succeeded Lawrence Flood who has been assigned to higher duties.

Mrs. Dorothy Collins, Stenographer, and her mother, were robbed of valuables recently by persons who entered their home.

J. W. Buddell, Bill Clerk, has resigned to accept position with the California State Bank. The boys wish him well in his new position.

C. V. Dickson and B. E. Clepp have been transferred from night to day clerks.

Among the early vacationees are: Miss Mary Fair, Claim Clerk and Stenographer who has just returned from short vacation. Irene Rouse and Odette Patten, Stenographers, on a trip to San Francisco and northern points; Chick Coulam, Assistant Cashier, visiting at Salt Lake; Frank Maddox, Clerk Claim Dept., visiting his father in the east; Victor Lynn, Expense Clerk, touring at Kansas City and Omaha.

We never missed him until he went away for two weeks vacation. We refer to Charles Salazon, Chief Revising Clerk, whose return makes things look brighter.

Thomas D. Walker, Transfer Clerk, is now with us as our Night Expense Clerk.

John Roy, Checker, is taking a trip to the east, while Bill Collett, Stevedore, is again on the job after a month's vacation.



#### Doubtful

"Well, John," the doctor said one morning on his arrival, "what is your master's temperature this morning?"

"Indeed, sir," replied the servant, "I should not like to say, sir. He died during the night."

#### Uncle Knows

A little boy from Canada who had never seen a negro was riding with his uncle in New York when he saw a colored lady.

"Why does that woman black her face?" he asked his uncle.

"That's her natural color," said the uncle.

"Is she black like that all over?"

"Yes," replied the uncle.

Then the lad came back, "Gee, Uncle, you know everything, don't you."—Oilpull Magazine.

#### Cramped His Style

"Sam, do you solemnly swear to tell the truth, the whole truth, and nothing but the truth?"

"Ah does, sah."

"Sam, what have you got to say for yourself?"

"Well, Judge, wif all dem limitations you have jes' put on me, Ah don't believe Ah has anything at all to say."—Rochester Times-Union.

"Officaire! Officaire!" sputtered an excited Frenchman, just come over, to the burly policeman on the curb. "Which is ze opposite side of ze street?"

"Why, over there, of course," replied the astonished cop as he waved his hand.

"Zat's what I thought," replied the bewildered Frenchman; "but a man over there told me zis was ze opposite side."

#### The Two Cherubs

A spinster living in a London suburb was shocked at the language used by two men repairing telegraph wires close to her house.

She wrote to the company on the matter, and the foreman was asked to report.

This he did in the following way:

"Me and Bill Fairweather were on this job. I was up the telegraph pole, and accidentally let the hot lead fall on Bill. It went down his neck. Then he said: 'You really must be more careful, Harry.'"—Exchange.

"Here's a snapshot of my girl at the beach."

"Snapshot! Boy, I'd call that an exposure!"

#### Watch Your Thoughts

You should know what you are thinking

Has very much to do

With the happiness or trouble

That daily comes to you.

Those who have observed are learning

That from an unknown source,

From our minds each thought outgoing,

Has a great or lesser force.

Ether waves they are creating,

Which bring about the cause

That doth set in operation,

The Universal Laws.

These laws control the physical,

Thus finally bring out

The things in the material

Which you have thought about.

All the things transpiring daily,

Which accidents you call,

Both slight and those most terrible,

So that you they appall;

Those who meet with, and then wonder

Why they to them should come,

Research shows them as resulting

From thinking they have done.

—Russell H. Hopkins.

#### Observation

Bystander: "Did you get the number of the car that knocked you down, madam?"

Victim: "No; but the hussy that was driving it wore a three-piece tweed suit lined with canton crepe, and she had a periwinkle hat, trimmed with artificial cherries."—The Family Wash.

The Irate Father: "I can see right through that chorus girl's intrigue, young man."

The Lovesick Son: "I know, dad, but they all dress that way nowadays."

#### We Imagine

"Pearl swears she has never been kissed by a man."

"Well, isn't that enough to make any girl swear?"

First Aimless Shopper (to second ditto): Well, dear, if you're not going to buy anything, we might just as well look at something more expensive.

First Negro—An' when dat robbah man said: "Hol' up yo' hands!" what did you say? Second Negro—Me? Ah jes' laffed at him. Ah already had 'em up.

An old maid with bobbed hair and short skirts is something like the farmer who locked the stable after the horse was stolen.

#### The Tiff

Slimkins and his young wife had just completed their first quarrel.

"I wish I were dead," she sobbed.

"Then I don't wish I was," and the war continued.—Pearson's Weekly.

"So you let your husband carry a latchkey?" "Oh, just to humor him. He likes to show it to his friends to let them see how independent he is—but it doesn't fit the door."—Public Service.

Little Boy: Gee, I wish you was my teacher.

Teacher: Oh, but I teach the first grade, and you're in the second grade.

Little Boy: Well, I wish you knew enough to teach the second grade.

#### Ahem!—

500 PAIRS ALL WOOL PANTS

(Half Off)

\$3.95 up

—Ad in an Oklahoma paper.

#### Her Appetite for Matrimony.—

SHOOTS MAN WHO WOULDN'T MARRY HER FIVE TIMES

IN DUEL

—Headlines in a Pittsburgh paper.

#### The Retort Gallant

Lady—"Do you keep dates?"

Clerk—"I'd never keep you waiting a minute."

#### Lacked the Surgical Implement

Rastus—"We coched one of de boys wid loaded dice."

His Boss—"You should ostracize him."

"Dat's what I wanted to do, but I didn't hab mah razor wid me."

#### The Mystic Sign

When a woman-motorist holds out her hand, then you can be certain that she is either going to turn to the right, turn to the left or stop.—Life.

Well, doctor, who are you operating on today?"

"A fellow who had an accident on the golf course. He swallowed a golf ball."

"And I suppose that old Scotchman I saw waiting in the hall is a relation?"

"Oh, no, that's not a relation; that's the golfer waiting for his ball."

An old lady walked into the Judge's office. "Are you the judge of Reprobates?" she inquired.

"I am the judge of Probate," replied his honor, with a smile.

"Well, that's it, I expect," answered the old lady. "You see," she went on confidentially, "my husband died detested and left several little infidels, and I want to be their executioner."

When he entered the restaurant it was evident that it had been a hard night.

"What's yours?" asked the waitress.

"I wan'," he said unsteadily. "I wan'—shay gimme an order of shredded beat whiskets."

#### Diplomatic Kid

"Listen here, young man," snorted the ten-year-old's father. "One more question out of you and you go to bed!"

Followed five minutes of silence.

Then:

"Dad?"

"Young man!"

"Dad, what was it you made the Briar-moor course in last time?"

"Oh—eighty-two, and that was a remarkable score for that course, too, if I do say so, because—etc.—etc.—"

"Name and address," demanded the clerk of one husky recruit.

"Huh?"

"What's your name and address?"

"Lordy, suh," replied the recruit. "Yo' ought to know. Yo' sent fo' me."

#### If Necessary

"If you had it to do over again, would you marry me, dear?" asked Mrs. Nash.

"Of course," answered her brute of a husband, "—if I had to do it over again."

#### Did His Best

A Western exchange tells of a speed maniac who ran head-on into a seven-story office building and after regain-

ing consciousness, weakly murmured, "I blew my horn."

Willie: Won't your pa spank you for staying out so late?

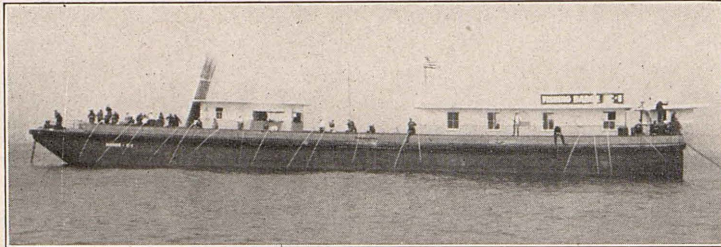
Tommy (whose father is a lawyer): Naw, I'll get an injunction from Ma postponing the spanking, and then I'll appeal to Grandma and she'll have it made permanent.

#### His Size

Mrs. Neighbors—"But isn't your son rather young to join the Army?"

Mrs. Malaprop—"Well, he is very young, but then, you see, he is only going to join the infantry."

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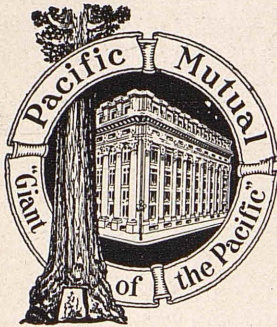
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### WHILE THEY LAST

If you hurry we have a limited number of good values in nickel plated electric percolators, 6 to 8 cup capacity, which are being closed out. Regular prices of from \$5.00 to \$8.00 have been reduced to **\$3.50** and **\$3.75**. They won't remain long at these prices.

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

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

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

**\$56,447,220.92**

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

**\$56,447,220.92**

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

(Signed) G. H. NAEGELE, Cashier

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

**We Pay Interest on Time Deposits**

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

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

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

Corner of Fourth and Main Streets

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Vice-President and  
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Asst. Cashier  
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New spring styles and the newest shades of tan are here. At either store—\$5.85.

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