



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

LOS ANGELES, CAL., NOVEMBER 10, 1926

No. 6



Vista From Tree-decked Santa Monica Palisades



## Steps to Success

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"Today is yesterday's pupil."

"Taking a chance will work every time but the last time."

"Tell Sonny that the key to success fits the school house door."

"The brook of kindness is apt to flow into the river of success."

"When you are tempted to buy something you can't afford, go by it."

"Success consists not so much in sitting up nights as being awake in the day time."

"To speak wisely may not always be easy, but not to speak ill requires only silence."

"To give real service you must add something which cannot be bought or measured with money, and that is sincerity and integrity."

"You can't go out and buy happiness for yourself. You buy happiness for yourself only when you buy it for others."

"Doing an injury puts you below your enemy; revenging one makes you but even with him; forgiving it sets you above him."

"The world reserves its big prize but for one thing, and that is Initiative. Initiative is doing the right thing without being told."



# Brief, High Peaks Make Power Load a Problem

Each Day of Week Has its Own Characteristics and Peaks Must be Met to Fulfill the Needs of Traveling Public

By L. H. APPEL  
Ass't. Superintendent of Power

THE daily power load curve of the Pacific Electric Railway graphically depicts the electrical energy demand upon the system and presents an interesting study of one of the many economic problems involved in meeting the exacting demands of the traveling public.

The electrical energy requirements are directly proportionate to the load demand occasioned by the amount of equipment in actual service, so that the power curve accurately reflects the maxima and minima characteristics of the traffic flow.

In general it is probably not realized the extent that the traffic load and electrical energy demands vary throughout the day; nor the degree that the traffic requirements necessitate a maximum service for a minimum period. Car equipment and power facilities must be provided for, on a basis adequate to handle peak rather than average load conditions, although the peak conditions exist only for a comparatively brief period of the day.

As will be observed from the curves illustrating a typical Saturday, Sunday and week-day load on the Pacific Electric system, the traffic load not only varies throughout the day, but has perceptibly different characteristics for each of the various days indicated. In reality each day of the week has its own peculiar characteristics, but in a general way it may be considered that there are three distinctive types of loads, as illustrated, existing on this system.

Peaks and valleys, or maxima and minima conditions, normally, have always been characteristic of the Pacific Electric Railway load, and the condition still persists, but with this noticeable difference; the peak, or maximum point, is gradually rising with no similar or proportional increase in the average valley, or minimum load.

This condition is of particular importance, as it is one that may contribute to a situation creating a demand for additional facilities without

providing a proportional increase in the total amount of traffic handled.

An examination of the typical power load curves discloses that the week-day load curve differs materially from Saturday's load, and a Sunday or Holiday load curve bears no resemblance whatever, to the electrical energy curves illustrating the week-day load.

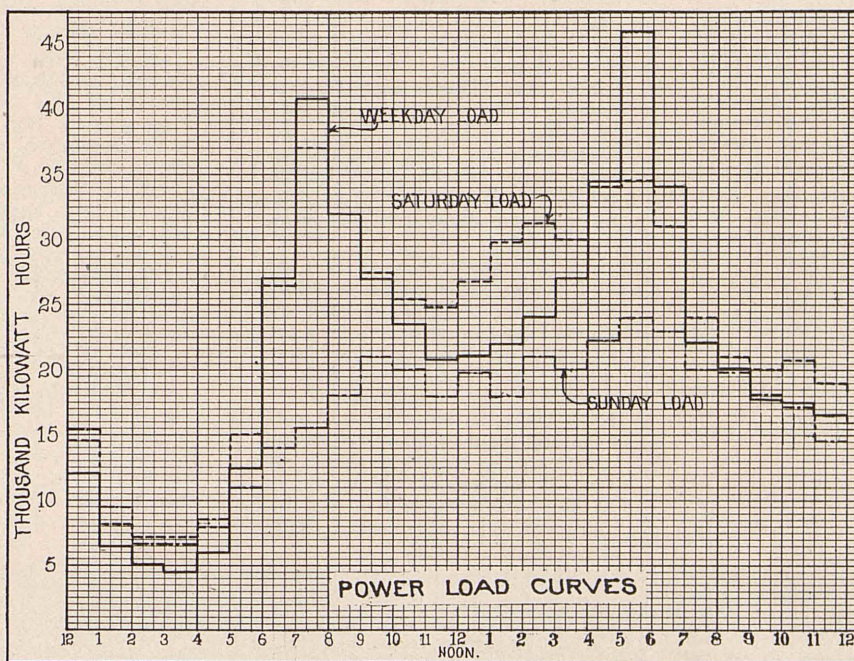
The week-day load varies from a light demand during the early morn-

ing hours of the day, to one which increases rapidly between 5:00 and 6:00 a. m., reaching the morning peak invariably between 7:00 and 8:00 a. m. The load then gradually tapers off, reaching its lowest mid-day point between 12:00 noon and 1:00 p. m. The load then ascends, reaching the maximum hourly peak of the day between 5:00 and 6:00 p. m. After 6:00 p. m., the load drops abruptly as indicated. These are practically the invariable characteristics of the daily load demands throughout the year, excepting for Saturdays, Sundays and holidays.

On Sundays the load curve assumes entirely different general characteristics. The total and hourly power demands are considerably less for the Sunday load, and the maximum peak drops to less than 60 per cent of the week-day peak. The Sunday morning peak occurs later and is hardly equal to a minimum week-day mid-day load. In fact, except for the early morning and late evening hours, the Sunday power load is comparatively uniform and is without pronounced peaks.

While the power load curves illustrated are presented on a basis of hourly loads, it is an important fact that the electrical energy demands on the substation distribution system, due to excessive peaks of short duration, are greatly in excess of the hourly averages and provides a problem entirely its own.

There are other peculiar characteristic facts to be gleaned from a study of the curves; but the foregoing is sufficient to forcibly point out the high degree of flexibility that must exist to provide for the traveling public.



## Why They Come to California

Just what is the appeal that influences visitors to come to California?

Having pondered over the question, C. G. Milham, Executive Secretary of the All-Year Club, while returning from the east recently, proceeded to get some first hand information on the subject.

Passing through the train on his westward journey he interviewed 87 persons. Here is what he was told:

Twenty-two said on account of friends and relatives living here; 18 stated the advertising had convinced them; 14 were Californians returning home; 11 said they had been here before and were returning because they liked it; 7 because of friends and advertising they had seen; 6 were coming on business trips; 5 were home-seekers, and 4 en route to the Orient.



# Community Chest Drive Begins

## 'Give Generously' is Urged and Necessary if Fine Work of Past Year is to be Continued.

WITH a goal of \$3,220,000, the annual drive for the Community Chest fund for the year 1927 is now under way with 15,000 citizen volunteers combing all quarters of Greater Los Angeles. A well organized committee of Pacific Electric workers has been assigned the task of raising a quota of \$4300, which is some \$600 more than donated last year. Expansion of charity work to include 154 agencies is given as the cause for the call for a larger sum this year.

Citizens are asked to give generously of their funds for the city's needy and unfortunate. The appeal is staged but once a year and the 154 agencies supported financially cover every type of charitable institutions, including orphanages, homes for the aged, hospitals, clinics, corrective and protective homes, and in fact every type of institution whose aim it is to relieve suffering and prevent poverty, crime and disease.

### Chest Does All

The Chest serves as a central bureau for these agencies. It raises the funds to support the agencies, collects, disburses and accounts for contributions, checks the reports of the agencies and provides efficient administration under the budget system.

The Chest thus coordinates the social welfare work of all citizens into one complete program. It brings the agencies together in a study of the social problems of the city as a whole, thus eliminating duplication and coordinating all efforts to the end that a program may be developed which gives constructive help to all in the city who need it.

The Chest itself does no charitable work, but functions through member agencies, each of which has its own particular part in the general program. Cases referred to the chest office are turned over to the agency which is best equipped to handle them.

The Community Chest plan was put into operation in Los Angeles two years ago, after three years of study, plan and investigation of its use in other cities of the United States, in more than 300 of which it has been adopted. Since its adoption, the agencies have expressed complete satisfaction with the plan as it has been executed, declaring they have been able to do more and better work.

It is declared that the Community Chest has added the best type of business efficiency to the high aims and ideals of the Community's social program. The board of directors and finance committee composed of interested and responsible men and women of the city, themselves among the most generous donors in proportion to their means, guard and protect the interest

### Editor Advances New Trolley Arguments

MUCH has been said and written concerning the economic efficiency and other indispensable qualities of street cars, but perhaps the most convincing argument recently advanced is contained in the following editorial appearing in a country newspaper. Said the writer:

"Came downtown on the street car this morning. Often ride the street cars. There were 25 cash fares on the street car and two transfers. Halfway down the street six car men got aboard. The street car company hauled all of us from Peabody near Cooper, to Main and Madison, for \$1.88.

"If all of us aboard the car had owned automobiles it would have taken 31 cars to haul us. If we had ridden down in taxis, say two to the taxi, our fares would have been about \$17. It would have taken 15 drivers to have brought us down. The 15 automobiles would have occupied a line in the street of about 200 feet. If we had all ridden down in our own automobiles, the investment in cars would have been about \$30,000.

"Yet the street car did the entire job for \$1.88, besides hauling six extra men for nothing.

"The street car did not take up any more room in the track than two automobiles would have taken.

"Street car transportation to the user is the cheapest thing we know of. You step on the car and pay seven and a half cents, then step off and go about your business. You don't have to hunt parking space. You don't have to carry accident insurance."

of all contributors. Agencies draw money for their needs only. Careful accounting is insisted upon. Contributors are privileged to inspect the books of the Chest at any time.

### Advantages of Plan

Eleven specific advantages are listed as belonging to the Chest plan. It is declared that first, the Chest builds unity by bringing all groups, classes and races together in one cause. It assures efficiency in meeting human needs.

The Chest saves thousands of dollars by conducting one appeal instead of many, saves time and annoyance,

insures justice by estimating the needs of the agencies fairly and budgeting these needs equitably. It eliminates duplication among agencies, protects the public against imposition, assures careful accounting and expenditure of money; centralizes collection of funds, promotes cooperation among agencies and gives them more time for welfare work by freeing them from financial worries.

### BRIGHT OUTLOOK FOR STATE SEEN IN INDEX SURVEY

That California will break many records of its past history with increased production during the present year is shown by reports on conditions from all parts of the State submitted at the quarterly convention of the Pacific Coast Transportation Advisory Board of the American Railway Association during its recent session.

Reports from the chairmen of the various committees occupied the major portion of the time and it is from these reports that the index for the year's prosperity is arrived at. The principal crops of California were reported on: Citrus and deciduous fruits, nuts, cotton, beans, vegetables, melons, sugar, rice, wool and lumber, as well as oil production. The different crops were taken up in detail and in all but one case an increase in production was shown as was an increased crop value over a similar period of last year.

In reporting on the freight loadings, George H. Leithner, Manager of the Western District of the American Railway Association, showed that for the first eight months of the present year the total amount of freight loaded in this territory was 1,270,402 cars, an increase of 85,264 cars, or 7.2 per cent, over the number of cars loaded during the same period in 1925 and 176,017 cars more than were loaded during the first eight months of 1924.

Representatives of the Bankers, Manufacturers and Jobbers Committees gave reports of a satisfactory nature, each showing that conditions this year were better than years previous.

The only line of production where conditions were unsatisfactory was that of grapes. This year's crop was somewhat less than had been expected and the market conditions have been unfavorable owing to early maturity and unusual weather conditions in the east. Plans were made, however, for the formation of a Grape Growers' Organization in the hope that a recurrence of this year's happenings in connection with grapes might be avoided in the future.

### From One Who Knows

If you don't feel just right,  
If you can't sleep at night,  
If you moan and you sigh,  
If your throat feels dry,  
If you don't care to smoke,  
If your food makes you choke,  
If your heart doesn't beat,  
If you're getting cold feet,  
If your head's in a whirl—  
Why not marry the girl?



## DIRECT ROUTE TO SAN DIEGO SAVES TIME AND EXPENSE

Making a direct route to San Diego, affecting a saving in travel time and expense, a new scenic short line route to San Diego from San Pedro and Long Beach was established on November 1. To be known as the "Laguna Beach Short Line Route", the new line is possible through a joint arrangement between the Pacific Electric Railway, Pacific Motor Coach Company and Santa Fe Railway.

The route, which skirts the Pacific for a distance of 112 miles or approximately 90 per cent of the entire distance, is via the Pacific Electric from San Pedro, Wilmington or Long Beach to Newport Beach, thence Pacific Coast Motor Coach Company, over the beautiful scenic highway from Newport Beach via Laguna Beach and Palisades to San Juan Capistrano, thence Santa Fe to San Diego.

Two trips daily will be operated from the Harbor district, leaving Long Beach at 8:30 a.m. and 2 p.m. On Sunday an additional trip will be operated, leaving Long Beach at 6 p.m. Direct connections are made in all instances and same number of trips made daily and Sunday on the return service.

Traversing the direct rugged coast line adjacent to Corona Del Mar, Laguna Beach, Three Arches and Dana Point, the new scenic route saves about 30 miles in travel distance, the time being approximately four hours between San Pedro and San Diego.

She: "I'm sorry, but I can't return your ring."

He: "Well, then, just give me the ticket"

## University Course Now Open To Ambitious

CONSIDERABLE interest has been manifested during the past month in the "Traffic Management" class being held each Wednesday evening in room No. 711 Pacific Electric Building. This room has been fully equipped for holding regular classes with accommodations for fifty students. The registration now numbers thirty-three and the opportunity for attending is available to more Pacific Electric employees.

Educational Director Hill arranged through the Board of Education for the holding of this class and personally conducts it. Subjects covered in the course are the same as those adopted and given by the University of Southern California. Until recently the only private courses in traffic were those given by eastern correspondence schools, the cost of which exceeded a hundred dollars.

Employees, for whom this class was arranged exclusively, are obtaining this instruction without any cost whatever and the fundamental knowledge of freight traffic thus gained cannot fail to be helpful and well worthwhile. The class has just completed a study of the consolidated freight classification and during the present month will take up the study of tariffs, including the Intersate Commerce Commission regulations. During the course Mr. Hill will arrange for brief talks by successful traffic authorities.

In addition to conducting this class, Mr. Hill, who is a member of the faculty of the University of Southern California, Metropolitan College and Polytechnic High School, arranged

## ARREST TO FOLLOW FAILURE TO STOP AT CROSSINGS

Orders to appear in court will be given immediately to motorists violating the railroad stop ordinance enacted by the board of supervisors on June 7, it was announced recently by Jay Boone, captain of the county motor patrol.

Stop buttons have been installed since the latter part of July and the public has been sufficiently warned, several thousand motorists having been stopped and advised of the ordinance when the officers detected them violating it, according to Boone. The ordinance will be enforced rigidly from now on, Boone declared.

It will only require a moment to "stop, look and listen" to insure perfect safety at grade crossings, this county officers declares. San Bernardino county motorists seem to have been unduly careless or unfortunate, 18 of 60 railroad crossing deaths last year having occurred in that county.

The Automobile Club of Southern California will soon install "stop" signs such as are used on boulevards in cities. For the present, however, the "stop" buttons will serve to warn the motoring public of the railroad ordinance.

through the Board of Education for the assignment of Ida M. Scott as instructor of the Stenographic class now being held four times weekly.

Besides personally conducting the Traffic Management course and arranging for the Stenographic class, Mr. Hill has counseled with many employees and arranged for their entry into various schools about this district.



E. W. Hill, Educational Director, and his class of employees in "Traffic Management" held each Wednesday evening. The course is free and room is available to a few more students.



# Five Hours Cut in Time to East

## Southern Pacific's Great 63-Hour Train Ready to Begin Fast Schedule on November 14th

By C. L. McFaul,  
Asst. Passenger Traffic Manager, Southern Pacific Company

**T**RANSPORTATION, patron saint of progress, will soon add another chapter to the colorful history of the development of the West. The last half-century has seen the transcontinental journey from east to west reduced from months to weeks and from weeks to days, until the once tedious overland trip is now but a matter of hours pleasantly spent.

Now comes the announcement that the new luxurious limited trains will cut five hours from the present running time and make the journey from Los Angeles to Chicago in 63 hours.

When the Golden State Limited leaves for Chicago on November 14, a new epoch in transcontinental railway transportation will begin. Not only will the new schedule bring the east and the west five hours closer, but by arriving at 9:30 a.m. instead of 2:45 p.m. as at present, the fast trains will give the traveler an additional business day in Los Angeles.

All Pacific Electric Employees, as well as those of the Southern Pacific, should feel interested in the campaign to "sell" the Golden State Limited to travelers. For this reason, some of the salient features of the new Golden State Limited will prove interesting and also give you forcible "sales points" in boosting our 63 hour train over other fast trains to the east.

### Many Advantages

Our new train will operate over the line of low altitude, with less danger of cold weather in winter months.

Our Golden State Limited is approximately three hours shorter in running time than our competitor's between Los Angeles and Kansas City.

Our new train arrives in Chicago at 10:00 a.m., thus giving us a decided advantage to certain east-of-Chicago points. As a few examples, by using the Golden State Limited a passenger can reach Toledo at 3:40 p.m., while if they use competitive lines they will reach Toledo at 7:40 p.m.; Cleveland at 7:10 p.m. as compared with 11:37 p.m. for competitive trains; Detroit, 5:55 p.m., as compared with 6:55 p.m.; Pittsburg at 10:40 p.m., as compared with midnight, and Milwaukee at 9:22 a.m., as compared with 9:40 a.m.

By taking the Golden State Limited, passengers may connect at Chicago with New York fast trains that charge only \$7.20 extra fare, reaching New York at 9:22 a.m., while competitive trains make connection only with the \$9.60 extra fare train that arrives in New York at 9:40 a.m.

Our Golden State Limited will depart from Los Angeles at 5 p.m. This permits travelers to have a full day here, board the train for a comfortable

dinner and spend but 16 business hours between Los Angeles and Chicago. The very busy man of affairs may leave here on Friday, arriving in Chicago Monday morning, with the loss of but three business hours on Saturday forenoon.

By using our train, business people reach Chicago at 10:00 a.m., in time for a full business day, while competitive trains reach Chicago about 11:00 a.m., leaving practically but half a business day. In addition, our trains arrive in Chicago in the La Salle Street Station, right in the center of the financial district and in entering the city pass through Englewood Union Station, giving us the only route over which trains with through service from Southern California arrive in Chicago at stations where direct connection is made with high-grade, first-class routes east without change of depots.

Attractive and unique California dining cars, decorated in the poppy color of the state, are being specially built for the fast Golden State Limited and the dining car service will be the very best in the country. In this regard, it may be well to point out that Southern Pacific dining car service has reached the place where it is second to none. Daily compliments are received from travelers who declare our service is better than any other in the United States and that our prices are considerably lower.

The Golden State Limited will be an extra fare train, the extra charge being \$10 between Los Angeles and Chicago, which amount will be graduated for intermediate points. It will attract the very highest type of travelers to and from Southern California.

### Club and Hotel Comforts

This train will be equipped with the very finest accommodations. The

### P. E. Bowling League Is Now Being Formed

In addition to the Indoor Baseball League, Club Manager Vickrey is now engaged in working out the details of a bowling league among employees. Arrangements being made call for a handicap tournament, by means of which the less expert bowler will be put on an equal footing and stand an equal chance in the prize awards.

A meeting has been called for Friday, Nov. 12th at the P. E. Club, 7:30 p.m. All interested should be present at that time.

Pullman cars will be of the latest design with permanent partition section space, insuring additional privacy. Shower baths for men and for women, club cars with card rooms and smoking lounges, observation cars with private lounges for women, and carefully trained ladies' maids, barbers and valets, will give the new trains a service equal to the most exclusive town club or hotel.

Our most modern locomotives, which make the through trip without change between Los Angeles and El Paso, a distance of 815 miles, will handle the fast limited to and from California. These are equipped with sprinklers that prevent dust and handle the trains with an ease that have brought many compliments from passengers.

Altogether, the better Golden State Limited will be without a peer.

### CONVENTION THE BEST EVER, IS VERDICT OF VISITORS

This year's A. E. R. A. convention was by far the finest and most successful ever held by the Industry, and was only marred by the untimely death of John Stanley, President of the Cleveland Railways and host to the Convention, which occurred on the eve of the opening.

The exhibits were the most complete ever displayed at an A. E. R. A. convention and every conceivable line of railway supplies was represented, and in addition, their arrangement was exceptionally satisfactory.

A total of 271 exhibitors occupied 120,000 sq. ft. of space, among them being 41 different car exhibits manufactured by 19 different companies. Ten companies displayed operating maintenance of way equipment, while 31 companies exhibited their best in bus, truck and body output. The outstanding feature of the equipment displayed, both in car and auto bus equipment, was the stress placed in luxury and comfort giving features, manufacturers contending that the wide use of automobiles necessitated the utmost improvement along this line.

The outstanding electrical features were two different types of mercury arc rectifier substation equipment, and a 110 ton electric storage battery locomotive.

Altogether the convention was considered, in size, cost and educational value the most pretentious in the history of electric railways.

Frank Karr, 2nd Vice President; O. A. Smith, Passenger Traffic Manager and S. H. Anderson, Superintendent of Power and Equipment, were the officials who this year attended the convention.

Down at Camp Taylor in 1917 a negro outfit was lined up before the clerk for preliminary paper work.

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

"Huh?"

"What is your name and address?"

"Yo' ought to know," said Rastus. "Yo' sent fo' me!"



**SPORTSMEN STAGE A PICNIC AT BROOKSIDE PARK**

Sunday, October 24, again registered a gathering of the clan, this time to celebrate the First Annual Rod & Gun Club Picnic, which was staged at Brookside Park in Pasadena.

The first event on the program, called at 10:00 a.m., was an indoor ball game between the Rods, composed of old timers and captained by B. F. Manley, and the Guns, an aggregation of young blood, led by Larry Seaman.

After nine innings of funny, fast and frightful ball, the Rods stepped out as champions, the final score reading 14 to 12. With one man down in the last half of the ninth inning, the Guns staged a rally which netted them three runs, but a fast double play at third base retired the side just in time to answer the luncheon call.

Captain Jack May had charge of arrangements for this picnic and provided a big pot of coffee and a five gallon freezer of ice cream. About 100 members and guests rolled out their basket lunches. In Section F, which had been reserved for our benefit, and proceeded to satisfy the cravings of hungry men.

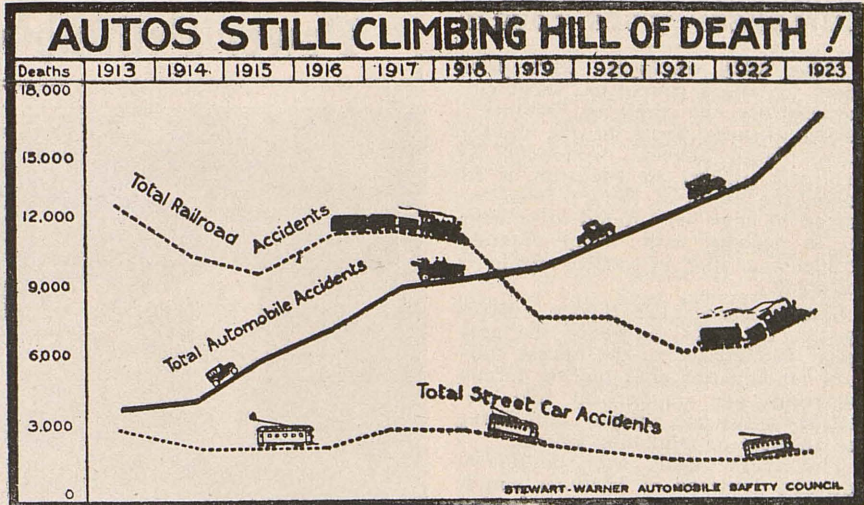
The very excellent coffee, which was of the Ben Hur variety, was donated by the Joannes Corporation for this occasion.

The main attraction of the afternoon was a ball game between Charlie Hill's fast stepping nine and the Crown City team. The P. E. boys were on the long end of the score after nine innings of play.

Finis—Every body homeward bound, tired but happy and looking forward to the next annual P. E. Rod and Gun Club Picnic.

**He Saved His Ring**

The story is told of the Scotchman, who, upon discovering that the girl of his choice was becoming too stout, visited her with the intention of calling off the engagement. She had reached such buxom proportions that the engagement ring could not be removed from her finger. So he married the girl.



WHILE railroad tragedies and street car accidents in the United States have gradually been diminishing in the last ten years, the annual toll exacted by automobile casualties is steadily mounting, points out the Stewart Warner Safety Council for the prevention of automobile accidents.

Railroad accidents have been cut more than one-third, or from 12,520 in 1913, to 807 in 1923, the latest government figures reveal. Street car acci-

dents were likewise reduced one-third, or from 3080 in 1913 to 2006 ten years later.

Conversely, automobile accident deaths have increased more than five fold. Against the 3822 deaths in 1913 there were 16,452 in 1923, and the score is growing each year.

"Care, more care, and still more care, is the solution of this national problem," concludes this safety organization.

**FEW STOP—LOOK—LISTEN**

An eastern railroad company made observations of the actions of 3589 automobile drivers at railroad crossings. It found that 2907 of them looked neither way before crossing. There were 602 who looked in one direction, and there were only 80, or two per cent, who looked both ways.

If these drivers did not care anything about getting run into themselves, they might at least have taken precaution to save their cars and their passengers from being smashed up.

These people, by this great display of carelessness, also gave some idea of why there are so many collisions

between cars and why so many pedestrians are hit. If they won't look out at crossings to save themselves from being run over, it is fair to assume they are equally negligent all the rest of the time, as they drive over the roads and boulevards.—Pomona Bulletin.

**TWO MAJOR CONSTRUCTIONS NOW WELL UNDER WAY**

The relocating of tracks to center of street, installing new 128-pound Grooved Girder Rail and paving with asphalt concrete was recently undertaken in Ocean Avenue, Long Beach, from Golden Avenue to American Avenue.

In connection with this work, the steel center wooden poles have been replaced with higher steel poles on the side of the street to carry the Pacific Electric Railway trolley wires, feeders and telephone wires. The overhead construction is now being changed from direct suspension to catenary suspension construction.

Preliminary track work preparatory to the construction of concrete undergrade crossing was recently begun at Greensward Road and Glendale Boulevard on the Glendale Line.

The construction of this undergrade crossing will relieve the grade crossing at Glenhurst Avenue by converting vehicular traffic outbound from City of Los Angeles and from the proposed Hyperion Avenue leading from Hollywood to the east roadway of Glendale Boulevard.

The cost of this project is estimated at \$106,058.00.

**COMPARISON OF ACCIDENTS DURING SEPT., 1925 AND 1926**

	Northern Division 1926-1925		Southern Division 1926-1925		Western Division 1926-1925		Motor Coaches 1926-1925	
Interferences with vehicles .....	98	106	80	66	187	174	20	31
Collisions and Interferences with cars ....	1	4	2	2	5	6	1	
Persons struck .....	3	7	2	1	7	0	0	
Derailments .....	8	4	15	10	10	8	0	
On and off moving cars	9	8	4	8	8	9	1	
Miscellaneous .....	17	17	45	35	42	42	5	10
	136	146	148	122	259	239	27	41
	Dec. 10		Inc. 26		Inc. 20		Dec. 14	
					1926	1925	%	
Interferences with vehicles .....					385	377	2.1	Inc.
Collisions and interferences with cars .....					9	12	25.0	Dec.
Persons struck by cars .....					12	8	50.0	Inc.
Derailments .....					33	22	50.0	Inc.
On and off moving cars .....					22	25	12.0	Dec.
Miscellaneous .....					109	104	4.8	Inc.
					570	548	4.0	Inc.



## SHORT CUTS IN MATHEMATIC EMPLOYEES' STUDY COURSE

Some forty employees were privileged to take a course in "short cut" mathematics the week of October 4 during evening hours at the Central Junior High School. Conducted by Professor Baker, an educator of renown, the series of lectures were reported to have been found most helpful in dealing with many practical problems arising in various fields of endeavor.

Simply stated, the theory evolved by Dr. Baker is to reduce the multiplier and divisor to the lowest common denominator after placing former on right side of vertical line and divisor on the left, thereby simplifying the analysis to minimum figures.

The course dealt with multiplication and divisions of fractions, simple interest, promissory notes, lumber measure, pavement and wall building, house covering, machinery measure, simple and complex proportion, partial payments, true and trade discounts, simple percentages, insurance, commissions, brokerage, rapid addition and multiplication.

Dr. Baker has toured extensively and given his lectures to as high as 1800 persons in the United States, Continental Europe, China, Japan and many other foreign nations.

Those taking the course were: B. M. Billhardt, A. J. Brand, Geo. Chrystal, T. E. Dickey, H. R. Grenke, Lorena Hockenberry, S. W. Howe, R. F. Johnson, R. T. Knowlton, H. C. Kuck, F. E. Loucks, M. Levin, R. E. Labbe, J. C. Lottie, G. B. Lamb, E. Moyer, Wm. Mathieson, R. B. Marley, L. B. McNelly, P. E. McAsey, F. J. Ogden, Geo. Perry, J. L. Smith, E. H. Uecker, J. J. Suman and Geo. Watson from the Accounting Department; T. G. Andrew, R. J. Cowan, F. B. Eggeman, C. Gilbert, O. F. Houston, H. E. Norton, G. R. Peterson and H. J. Steitz, Transportation Department; B. W. Carrington, T. W. Compton, M. C. Haisey, I. M. Lanham, L. D. Barley, Nellie Martin, Thelma Meighan, Geo. A. Malcolm, Geo. E. Rourke, G. T. Roberts, R. Schaeffe and M. Falvaum, Engineering Department; J. W. Buchanan, Valuation Dept.; J. Jackson, Treasury Dept.; E. V. Van Duzen, R. E. T. and R. Dept.; C. G. Gonzalez, Electrical Dept., and E. Leake and Mr. Martin, Mechanical Dept.

### Absent-Minded Beggar

"The worst case of absent-mindedness I've ever come across," began the club story-teller, "happened in London last year.

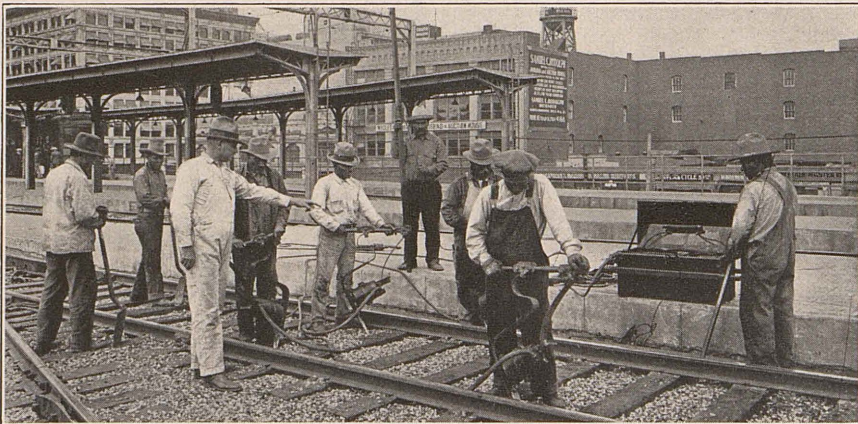
"It's about old Smithson, the most forgetful chap I've ever heard of. He was asked out to dinner. Half-way to the house he suddenly remembered something.

"Hang it!" he said. "I've forgotten my watch."

"Then he put his hand in his waistcoat pocket, and pulled the watch out to see what the time was.

"Hurrah!" he said, "it's only ten past seven. I've got time to go home and fetch it!"

## Power Drilling vs Muscle Milling



Better work, more of it with less energy is derived from use of electric motor driven tamping machines now employed throughout system.

By L. B. YOUNG  
Special Representative, Executive Dept.

1869—"Drill, ye terriers, drill!  
Drill, ye terriers, drill!"  
1926—"Brrrrrrrrrrr"

What progress in our methods of tamping ballast! The romance of the Irish Chanty, and the primitive 'hand and bar' method so vividly recalled in that historical story of "The Iron Horse" long since has made way for the metallic staccato of ingenious mechanical devices. And our Company's progressive policy of keeping pace with the latest developments in engineering science again is exemplified in recent purchases by the Engineering Department of the most modern electric motor driven tamping machines, shown in action in the accompanying photograph.

Electric ballast tamping, while something of an innovation in track construction, has for several years been in an experimental stage under the close observation of our engineers. The development of the device to its present degree of perfection makes it one of the most efficient and economi-

cal tamping machines that can be used where electricity is readily available. Two complete electrical units of four tampers each, and two pneumatic combination pavement cutters and tampers have just been purchased and are now in service on the Pacific Electric. It is estimated that the more efficient use of labor and the superior quality of work produced by these machines saves approximately 41% in the cost per track mile for tamping ballast.

Continuing the policy of owning, rather than renting such apparatus, the Engineering Department announces that it has on its program for purchase early in 1927 the latest tractor type electric motor driven shovel of 1 1/4 yards capacity to replace the 5/8 yard steam shovel now in service. The budget for the year also includes a steam roller, a shovel trailer, four "differential cars," numerous additions to the department's fleet of motor trucks and the purchase of other roadway equipment of the latest improved type.

### STREET CAR TESTIMONIAL

That the trolley car is the most logical type of transportation for cities of considerable population so far as the principles of economics can be applied, is the opinion expressed in the recent report of the Chicago Subway Advisory Commission. Coming from a group of Chicago merchants and property owners who are not directly interested in the transportation companies, but rather are concerned in improved transportation facilities, this report contains the unbiased conclusion of men who have made a thorough study of the situation.

The report gives a clear-cut analysis of the advantages of street car operation with recommendations as to what should be done in Chicago to take care of the ever-increasing demands for transportation, as well as the following testimonial to the street car:

"The trolley or surface car is, and probably always will be, so far as economics alone are concerned, the logical type of transportation. However much a district may increase in population, that population can be most cheaply transported by trolley cars. Motor buses are eliminated by economic considerations, as population increases. Trolley cars are never eliminated by economic considerations—that is, by consideration of the rate of fare."

### Fair Enough

A West Virginia darkey, a blacksmith, recently announced a change in his business as follows:

"Notice—De copardnership heretofore resisting between me and Mose Skinner is hereby resolved. Dem what owed de firm wil settle with me, and what de firm owes will settle with Mose."—The Outlook.



# Public Need is Timetable Aim

## Meeting Public's Need and Convenience Governing Factor in Maintaining Train Schedules

By R. L. BRAINARD,  
Chf. Clerk, Passenger Traffic Dept.

**T**IME-TABLES governing train service are of paramount interest to the Passenger Traffic Department as the service under which it is rendered forms the basis of transportation sales, selling being the primary function of the Department. One of the greatest functions and problems of the Traffic Department is the distribution of knowledge concerning trains as a part of the transportation sales campaign, which is continuous.

As primary to the making of timetables and before issuing copies thereof to the public, knowledge as to the needs of our patrons must be accumulated, sequence of trains on different lines to be determined both from present data checks, as well as from knowledge of past demands and the future prospect of business. This information is transmitted to Transportation Department for its aid and guidance in making of train schedules. Aside from the dissemination of knowledge of train time through printed matter channels, this Department must maintain public contact through many Traveling Passenger Agents, Traffic Inspectors, Company Agents and numerous information bureaus.

### The Public Be Served!

Due to the very heavy commuter travel, schedules are arranged for trains to arrive at Los Angeles at a convenient time to enable commuters to reach their place of business in time to commence their day's work. Convenience to the greatest number is the condition that exists with regard to outbound evening travel.

To arrange interurban schedules that will be satisfactory to the majority of commuters requires constant study by the Transportation and Traffic Departments. It is estimated that 15,000 interurban passengers from all points on the System arrive in Los Angeles between the hours of 7 and 9 a.m., on week days, with a corresponding number departing between the hours of 4:30 and 6:30 p.m.

Numerous requests are received by the Passenger Traffic Department to advance or retard the time of certain trains. In order to determine the desire of the majority of our patrons traveling on the trains in question, a vote is taken by distributing vote cards. These cards request passengers to advise whether or not the present leaving time is satisfactory; also as to whether the schedule should be advanced or retarded. If the vote indicates that the majority desire the leaving time changed, the Transportation Department is requested to make the necessary changes, if operating conditions will permit. This method of changing schedules has proven most satisfactory.

In addition to containing schedules, the System folder also contains considerable general information concerning the Pacific Electric System.

The value of this System folder as an advertising medium cannot be overstated and it is requested by this department that employees who come in contact with the public, arrange to carry one of these folders at all times, in order that they will be in a position to give out information to the public.

### Huge Number Monthly

Approximately 125,000 time-tables are distributed to the traveling public each month. This number includes the large System time-table folder and the small two and four-page pocket folders; also the small pocket time-card.

The distribution of this large number of time-tables is indicative of the importance of time-tables to the traveling public. For the convenience of our commuters, the Passenger Traffic Department has arranged to print small pocket time-cards showing one or two particular lines, also a small two and four-leaf pocket folder. It has been found that these small individual line time-cards are a great convenience to our patrons who commute daily over a particular line, and eliminates the necessity of carrying a large System folder.

While the general arrangement of time-tables is practically the same throughout the United States, considerable study is required to print schedules in as simple form as possible. The

## No Deaths Recorded In Ranks During October

**N**OT A single death was recorded among Pacific Electric employees during the month of October. This happy condition is the first that has occurred since January, 1924, the initial month that the Group Insurance plan of the Company became effective.

Employees were not, however, without benefits of the insurance plan in effect, as is witnessed by the approval of the Company's application for disability payments to Ralph K. Benjamin, Motorman, Western Division, to whom a monthly payment of \$50.35 will be made.

At the present time there are 17 other employees receiving monthly payments which aggregate \$1,118.45.

information to be shown is taken from what is known as the working timetable, issued by the Transportation Department for the use of Trainmen. In the large System time-table schedules are arranged to show the arriving and leaving time for the most important stops, junctions and station points.

At the present time this Company is operating service in connection with the service of other carriers in Southern California, in connection with which through tickets are sold. Schedules for this joint passenger service are also shown in the large System folder. Passenger service is operated in connection with the service of the following Companies:

The San Antonio Transfer Company—operating bus service between Upland and Camp Baldy, Ice House Canyon and Upper San Antonio Canyon.

Pacific Coast Motor Coach Company—operating passenger service between Newport Beach, Laguna Beach and San Juan Capistrano.

Motor Transit Company—operating service between Riverside, Perris, Hemet, San Jacinto and Idyllwild.

Special service is also operated between Los Angeles and Wilmington to connect with that Company's boats plying to and from Catalina Island. Information concerning the arriving and departing time of many Southern Pacific trains is also shown in this folder.

## S. F. VALLEY SERVICE AGAIN IMPROVED BY LIMITED CAR

Another limited car to San Fernando Valley points during the rush hours of travel was added to the regular schedule last month. Making a three car train leaving the Hill Street terminal at 5:20 p.m. five days weekly, the additional car was made necessary owing to the increasing travel on this line.

Upon reaching Cahuenga Pass the two fore cars are cut off and proceed from that point to Van Nuys as a limited, making but two stops between the Pass and Van Nuys, a distance of 10.46 miles. Upon reaching Van Nuys, one of the cars proceed to Owensmouth.

This is the second instance in the last few months that improvement has been made in the Van Nuys service, and while the increased volume of patronage has not been up to pre-subway expectations, there has been nevertheless a very fair increase in travel to points in the San Fernando Valley.

When busses in London reached a point where they could carry 40 per cent of all the traffic, street congestion became so great that it was necessary to begin to remove the busses.

There was something like 6000 busses operating in the heart of London and that was more than the streets could take care of.

English transportation experts say that 5000 more busses would be required to take care of traffic if street cars were entirely done away with.



## 'What a Tangled Web We Weave'



Replacing the wiring of Ma'n St. Terminal Interlocking Plant, now under way, involves the installation of some 47,000 feet of insulated wire. The heavier and better type used should withstand for twenty years.

**I**NVOLVING the replacement of some 47,000 feet of rubber covered wiring, the Main Street terminal interlocking plant is now in course of being renewed. The work is being done under service and up to the present time has not caused the slightest interruption to movement of trains. S. R. Florence, Signal Engineer, is supervising the work.

The importance and heavy stress to which this wiring is subject dictated the wisdom of using a heavier grade than heretofore and patented insulated type of wire reputed the best manufactured is being installed. That being used was secured at a cost of approximately three times rubber covered wire, but the increased life and factor of safety is well justified.

The work being done involves an expenditure of approximately \$3600, and the large wire being used necessitated larger trunking throughout the terminal. When the work is completed the plant will be in as good condition as when first installed, and in view of eleven years service from previous rubber coated wiring, the present installation should withstand for double that period.

### LOCAL FARES READJUSTED IN PASADENA LAST MONTH

Granting a small increase in the local fares of bus and electric car service in Pasadena the State Railroad Commission last month disposed, so far as that body is concerned, with the fare readjustment case pending before it for many months past. The increase granted was allowed in face of a showing of heavy loss for many months, particularly in the case of motor coaches.

Under the ruling of the Commission, the following fares became effective on October 26: One zone, 7c; between zones, 12c; book tickets, one zone, 8 for 50c. Former fares were: 6c one zone; 10c between zones, with 10 rides for 50c.

In a former decision the Commission took the position that it was without power to rule on local fares in Pasadena, this position being reversed in the decision rendered last month. Pasadena city authorities have expressed themselves as determined to take the matter to the State Supreme Court.

### LARGE PASSENGER AND AUTO TRAVEL ACROSS S. F. BAY

Some interesting historical data concerning the San Francisco bay ferry service is revealed in a recent issue of Key Note, from which the following facts are extracted at random.

The first regular steam ferry service was begun in 1850, operating twice weekly, "weather permitting," between San Francisco and East Oakland. The fare charged was \$1.00 per person. Followed the next few years a number of side wheelers, and in 1853 the Clinton was put into service with the announcement which first brought the commuter into being, "the new splendid steamer will make three trips daily and monthly commutation tickets will be sold for \$20.00."

Development of the service and district rapidly followed until today there are four companies operating between San Francisco and the east bay district. In 1863 the Southern Pacific began the first rail-ferry service across the bay. The long wharf at West Oakland was built in 1871, remaining the passenger district until the completion of the Oakland pier in 1882. The present ferry building was completed 1896.

The next important development followed in 1899 when the Santa Fe extended its lines to Ferry Point, Richmond, from whence ferry service connected with its overland trains. The now pretentious Key System was inaugurated in 1903.

For the purpose of connecting with its overland trains the Western Pacific completed its line to the Oakland Estuary in 1911.

The four companies now operating in this district devote ten steamers to the passenger business and from nine to eleven daily in transporting automobiles, with five steamers in reserve. The Key System now has two new passenger steamers in course of construction, while the Southern Pacific is building three additional auto ferries.

As showing the tremendous volume of business handled in 1925 there were 45,588,000 passenger and 1,500,000 automobiles transported across the bay.

### AVERAGE CURRENCY IS \$42.34

Each of this nation's inhabitants have \$42.34 in currency, according to government reports given out as to the condition of the Treasury on October 1 last. That is, on that date there was in circulation in the United States currency amounting to \$4,906,198,326, which would, if divided equally among the citizens of the country, give each one \$42.34.

The report as given out reflects a very satisfactory condition, according to authorities, in that it shows an increase in the average per capita circulation of 17 per cent over that of a year ago. The Federal Reserve System requires that a metal guarantee of only 40 per cent of the note circulation be deposited with the Treasury, but at present there is a metal deposit on hand amounting to 70 per cent of the note circulation.



# 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

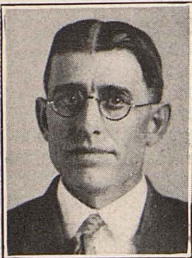
Vol. 11; No. 6 Nov. 10, 1926

## CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey .....P. E. Club  
Willis M. Brooks ..... Mech. Dept.  
Daniel Sanchez .....Freight Dept.  
Geo. Perry .....Accounting Dept.  
R. S. Peterson .....Trans. Dept.  
Mary Surr .....Northern Div.  
E. C. Brown .....Western Div.  
L. H. Appel .....Elec. Dept.  
Fred B. Hopkins .....Stores Dept.  
S. R. Florence .....Signal Engineer  
L. A. Biehler.....Engineering Dept.  
Samuel J. Mason .....Trans. Dept.  
V. L. Swart .....Mech. Dept.  
D. B. Van Fleet .....Terminal Foreman  
E. H. Uecker .....Acct. Dept.  
R. L. Brainard .....Passenger Traffic Dept.  
B. F. Manley .....P. E. Rod & Gun Club  
C. L. McFaul.....So. Pacific Co.  
L. B. Young.....Special Rep., Executive Dept.

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

**T**HANK YOU," . . . Thank you,"  
Seated some distance back in a  
Long Beach car a few evenings ago  
the writer heard faintly the pleasing  
quotation above.



**Conductor  
C. B. Briggs**

"Again "Thank  
y o u," . . .

"Thank you,"  
. . . a n d  
then the click of  
the ticket regis-  
ter.

Thoroughly in-  
terested now as  
to its source we  
soon witnessed  
what in our judg-  
ment was the fin-  
est bit of cour-  
tesy and good-will building by a rail-  
way employee it has ever been our  
good fortune to observe.

Conductor C. B. Briggs, No. 1056,  
was doing his duty as he saw it.  
Straight through the car he went, not  
once failing pleasantly to say "thank  
you" when a ticket or fare was hand-  
ed him, with just a faint little smile  
to each passenger.

"Some Conductor, that fellow," the  
passenger opposite me volunteered.  
Curious to know whether or not it  
was Mr. Briggs' everyday practice, we  
ventured to remark that perhaps the  
Conductor had struck oil today, where-  
upon the passenger assured me it was  
his unflinching practice, he having been  
a passenger on his car frequently.

Not only was Mr. Briggs doing his  
duty, he was making friends for  
himself, as well as for his employing  
company.

And friends are the biggest of life's  
assets!

## Did You?

Did you give him a lift? He's a brother of man,  
And bearing about all the burden he can,  
Did you give him a smile? He was downcast and blue,  
And a smile would have helped him battle it through.  
Did you give him your hand? He was slipping down hill,  
And the world, so I fancied, was using him ill.  
Did you give him a word? Did you show him the road,  
Or did you just let him go on with his load?

Did you help him along? He's a sinner like you,  
But the grasp of your hand might have carried him through.  
Did you bid him good cheer? Just a word and a smile  
Were what he most needed that last weary mile.  
Did you know what he bore in the burden of cares,  
That is every man's load and that sympathy shares?  
Did you try to find out what he need from you,  
Or did you just leave him to battle it through?

Do you know what it means to be losing the fight,  
When a lift just in time might set everything right?  
Do you know what it means—just the clasp of a hand,  
When a man's borne about all a man ought to stand?  
Did you ask what it was—why the quivering lip,  
And the glistening tears down the pale cheek that slip?  
Were you brother of his when the time came to be?  
Did you offer to help him or didn't you see?

Don't you know it's the part of a brother of man  
To find what the grief is and help when you can?  
Did you stop when he asked you to give him a lift,  
Or were you so busy you left him to shift?  
Oh, I know what you meant—what you say may be true—  
But the best of your manhood is—What Did You Do?  
Did you reach out a hand? Did you show him the road,  
Or did you just let him go on with his load?

—Anonymous.

## GLENDALE MOTOR COACH LINE EXTENDED TWO MILES

Beginning Sunday, October 17, Bus  
Line No. 2 of the Glendale service was  
extended from its former terminus on  
Chevy Chase Drive to Linda Vista  
Drive.

The new territory now served ex-  
tends for a distance of two miles on  
Chevy Chase Drive and during the  
morning hours of travel half hour  
service is being operated until 7:44  
a.m. outbound and 8:17 a.m. inbound.  
Hourly service is afforded during the  
remainder of the day.

Provision was also made that the  
local 6-cent fare limit be extended  
several blocks east of previous limit  
to Russell Drive, while a 10-cent fare  
will apply from Linda Vista Drive to  
points within the 6-cent local fare  
limits of Glendale. Through fares be-  
tween Los Angeles and all points on  
this line, a condition not heretofore  
existing, was arranged.

The new service being operated  
made necessary an additional motor  
coach and two operators.

"Last night at 2 o'clock in the morn-  
in'," said the Irishman, "when I was  
walkin' up and down the flure wid a  
cryin' child on aich arm, I couldn't  
help but remember that me father  
wanted me to be a priest but I thought  
I knew better than he did."

## The Man Who Counts

It is not the critic who counts; not  
the man who points out how the strong  
man stumbled, or where the doer of  
deeds could have done them better.  
The credit belongs to the man who is  
actually in the arena; whose face is  
marred by dust and sweat and blood;  
who strives valiantly; who errs and  
comes short again and again, because  
there is no effort without error and  
shortcoming; who does actually strive  
to do the deeds; who knows the great  
enthusiasms, the great devotions,  
spends himself in a worthy cause; who  
in the end the triumph of high achieve-  
ment; and who at the worst, if he fails,  
at least fails while daring greatly, so  
that his place shall never be with  
those cold and timid souls who know  
neither victory nor defeat.

Theodore Roosevelt.

## The Jungle Detective

Greenhorn—"And how can we tell  
when we're near an elephant?"

Bored Companion—"You'll detect a  
faint odor of peanuts on his breath."  
Life.

Annoyed Picture-goer (to party in  
front who will read aloud)—"Excuse  
me, but there's something over the  
door on the right that you haven't  
read aloud yet."



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The October meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, October 6, 1926, at 2 p.m. The following were absent: J. C. Campbell, W. J. Hodge, K. Thompson, L. H. Covell, R. A. Williams, D. G. Gerlack, C. A. Thomas, H. L. Le-grand, A. E. Stevens, Harold Kuck, T. L. Wagenbach, Earl Haskell, B. F. Manley, F. Wilcox and W. A. McCammond.

<b>Club Fund</b>	
Balance, 9-1-26 .....	\$ 637.20
Receipts .....	1093.75
<hr/>	
Total .....	\$1730.95
Disbursements .....	1047.55
<hr/>	
Balance, 9-30-26 .....	\$ 683.40
<b>Relief Fund</b>	
Balance, 9-1-26 .....	\$ 256.48
Receipts .....	593.50
<hr/>	
Total .....	\$ 849.98
Disbursements .....	692.75
<hr/>	
Balance, 9-30-26 .....	\$ 157.23

### Unfinished Business

Mr. Mayfield, Committeeman from the Mechanical Shops at Torrance, brought up the question of ice water for a longer period during the autumn months. Mr. Geibel was asked to look into the matter.

Mgr. Vickrey gave a summary of Camp conditions for the past season and stated that it had been very successful. It is hoped with the new plans, which are being made for the coming year, that the P. E. Camp will be filled to capacity for the entire season.

### New Business

T. J. Day gave an excellent report concerning the freight end of the work done by the Company. He stated that business is improving and many conditions which are unfavorable this season will be satisfactorily rectified during the coming year. Freight forces are constantly on the lookout for and securing new business.

Mr. Spencer brought up the subject of a hospital for employees which brought forth considerable discussion on the part of those present. Mr. Lovell stated that Dr. Weber would be asked to be present at the Executive Committee meeting on November 3, to give his views on this subject.

The Committeemen from Ocean Park brought up the need of a wash-room and drinking fountain for the use of Trainmen at that terminal. A new top for the table used in the Trainmen's Room was also requested.

Mr. May stated that the Rod and Gun Club will take part in Picnic to be held at Pasadena on October 24. It is desired that all who are interested in these sports will avail themselves of

this opportunity to keep in practice. Mr. Vickrey stated that a picnic would be given for the P. E. Employees living at Pomona and east, on October 16, at San Bernardino. This will be an all-day picnic with dancing in the evening.

Pomona is scheduled to enjoy an entertainment and dance on the evening of October 20. This is the first entertainment of its kind to be given this year, but plans are being made to give them at the various terminals during the year.

## THANKSGIVING CLUB DANCE

On Thursday evening, November 18, the Pacific Electric Club will give a Thanksgiving Dance to its members in the Ball Room at the P. E. Club.

As Thanksgiving is a season of the year more prominent in rural districts, it is planned to give the dance an air of rusticity by the decorations of the Ball Room and the costumes in which the dancers will be dressed. It is desired that Club members dress in rural clothes in order to aid in carrying out the idea of country life.

## All Urged to be Good Santa to Kiddies in System Camps

WITH winter already upon us and Christmas in the offing, plans are being made to again bring a large measure of cheer and comfort to Mexican children and families residing in the twenty camps throughout the system. Toys, clothing and bedding are among the gifts which Eva Peterson, Nurse, Engineering Department, is soliciting among employees for presentation to the little folk, numbering 500, and families of our camps.

For the present Miss Peterson explains that clothing and bedding will be most acceptable, although any toys now available will be gladly received and stored for Christmas presentation. Gifts should be in reasonably good condition, although if in doubt, they will be gratefully received and when requiring repairs, will be turned over to the Salvation Army, who have facilities for restoring to a good measure of usefulness.

Anything offered can either be delivered in person or addressed to Miss Peterson, care either Room 694 P. E. Building or P. E. Club, the latter address preferred in case of bulky packages.

## P. E. CLUB BULLETIN

From November 15 to December 15  
Monday, November 15:

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

Wednesday, November 17:

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

Thursday, November 18:

Thanksgiving Dance in the Ball Room at the Club, 8:30 p.m.

Friday, November 19:

General Staff Meeting, 10:30 a.m.

Monday, November 22:

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

Thursday, November 25:

Thanksgiving holiday; no dance.

Friday, November 26:

Vaudeville at the Club, 8 p.m.

Monday, November 29:

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

Wednesday, December 1:

Executive Committee meeting, 2 p.m.

Thursday, December 2:

Club Dance in the Ball Room at the Club, 8:30 p.m.

Monday, December 6:

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

Wednesday, December 8:

Rod and Gun Club meeting, 8 p.m.

Thursday, December 9:

Club Dance in the Ball Room at the Club, 8:30 p.m.

Friday, December 10:

Vaudeville at the Club, 8 p.m.

Car Foremen's Club meeting at 7:45 p.m. in the Library.

Saturday, December 11:

Agents' Association meeting, 7:45 p.m.

Monday, December 13:

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

Tuesday, December 14:

Masonic Club meeting, 7:45 p.m.

Wednesday, December 15:

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

## P. E. MASONIC CLUB NOTES

The Pacific Electric Masonic Club will hold its Fourth Annual Dinner and Reunion at the Masonic Club of Los Angeles, 623 So. Grand avenue on the evening of November 12. A fine program has been arranged for, which will include several special acts and music. Dr. Bruce Brown, noted Masonic authority, will deliver a specially prepared address for the occasion, entitled: "Masonry—Its Contribution to America."

It is expected that over 300 members of the Club will attend the dinner.

During October, the Club visited the Palestine Lodge, Los Angeles, San Pasqual Lodge, Pasadena, and Rising Light Lodge, Huntington Park, and conferred the Master's Degree upon three fellow employees.

During November the Club will visit Hollywood, Sunnyside and Vermont Square Lodges.

"I'm raising a moustache; what color do you think it will be?"

"Gray, at the rate it is growing now."



## CLUB'S HALLOWE'EN DANCE PROVES BIG SUCCESS

The Hallowe'en Dance which was given by the Pacific Electric Club to its members on Thursday evening, October 28, was thoroughly enjoyed by a large crowd which came to participate in this special treat.

The Ball Room appropriately decorated with orange and black garlands and Jack-O-Lanterns, and the stage set with corn shocks and lanterns. Some fifty couples came in Hallowe'en costumes with masks. Many were the predictions as to "who was who" until the hour of ten when masks were removed. The new Club Orchestra rendered a splendid programme of dance music.

This was the first of a series of most delightful entertainments and dances which the Club has planned for its members. It is hoped that all members will watch for announcements of these gala events in the Magazine and attend as many of them as they possibly can.

The Valencia is now being taught in the Dancing Class to a very interested group of Club members, and all who are desirous of acquainting themselves with this fascinating dance are cordially invited to join the class at any time and take as many lessons as desired, free of cost.

## VEHICLE GRADE STOP RULING RE-ISSUED TO DRIVERS

A re-issue of former bulletin regarding the rule that all vehicles owned, leased or hired by this Company are required to come to a complete stop before crossing railroad tracks was broadcasted to all drivers last month.

This rule, which has been adopted by many of the largest industrial concerns in Southern California, must be rigidly observed. The complete text of the ruling follows:

"Drivers of vehicles operated in the service of the Pacific Electric Railway Company, and drivers of vehicles hired or leased for the Pacific Electric Railway Company, carrying either passengers or cargo of any kind, shall, before crossing at grade any track or tracks of a steam railroad, interurban or suburban electric railway, bring his vehicle to a stop within not less than ten feet nor more than fifty feet from the nearest rail of the track nearest to the front of such vehicle, and shall after such stop, and while stopped, both look and listen in both directions for approaching steam or electric trains, engines, cars or vehicles and make certain that the vehicle can be moved over the track with safety before attempting to do so."

"Mr. Skaggs," said the landlady firmly, "when are you going to pay your bill?"

"Madam," responded Mr. Skaggs, in a tone of surprise as he struggled manfully to cut the piece of steak on his plate, "I didn't know I had to. I thought I was working it out."

## Orange Belt Employees Make Merry



We needn't say the kiddies were out in force at Pickering Park picnic.

*The splendid account of picnic held at Pickering Park last month was submitted by Mrs. Mary Surr of Mr. Peachey's office:*

The old saying has it "Anticipation is better than Realization", but this was reversed in the case of the picnic held at Pickering Park, Saturday, October 16, for employees, Eastern Lines. This event was arranged by Mr. Vickrey, Manager of the P. E. Club, and was one of the most successful, largest and most thoroughly enjoyed of all such affairs ever held here.

There was good representation from all points east of Pomona, and about 750 employees and their families gathered in the park during the day. The bathhouse was thrown open and a good crowd availed themselves of a cool dip, which was very welcome, owing to the heat of the day. Free rides on concessions attracted the kiddies, and the great delight they took in this showed their full appreciation of this generously given privilege. Later on in the afternoon ice cream was served, to which all did full justice.

In the afternoon a baseball game was played between the General Office team and the Transportation Department team. Score was 5 to 3 in favor of the Transportation Department. It was a well contested and very fast game. G. H. Grace acted as Judge Landis and his efficient handling averted any serious rioting. Umpire of balls and strikes, L. O. Bowman, Engineering Department; umpire of bases, B. Schermerhorn, B & B Department. Considerable amusement was caused by the objections raised by each team as to the way in which balls and strikes were called by Bowman. He is said to have been sporting a new pair of glasses and could not tell whether they were over or not.

In the evening all adjourned to the dance hall, where an arena had been roped off in which some very interesting sports took place. Seats were provided for about 500 spectators.

At 7 p.m. the Mechanical Department put on a First Aid demonstra-

tion in charge of C. Rockoff and W. Sims. The victim was Fred Tingleaf, who "came to" surprisingly under their kindly ministrations.

At 7:30 p.m. there was a wrestling match between C. A. Squires of the Engineering Department and Carl Hiltz of the Mechanical Department. Two falls were given to Squires by the referee, J. Gilbert. This was one of the outstanding features of the evening's entertainment.

The last event was a boxing contest between G. Hall, Baggage man of the Passenger Traffic Department, and Motorman R. B. Headrick of the Transportation Department. Referee was Lee Beauchamp of the Mechanical Department. Four rounds were contested with honors even. The necessary weapons for the fray were loaned by Guy Varley, proprietor of the San Bernardino Boxing Arena.

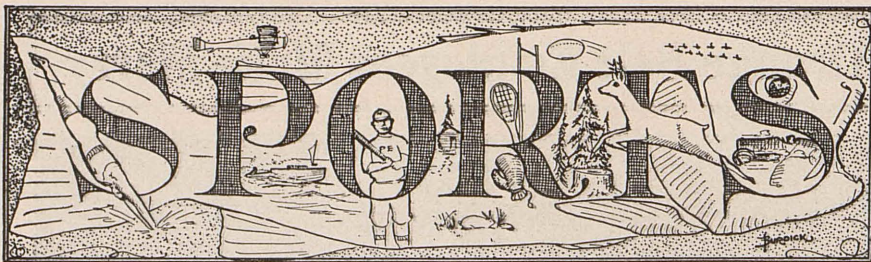
Dancing commenced about 8:30 p.m., with an interlude during which some first-class vaudeville was put on. This consisted of juggling acts, songs and special dancing. Local talent was well represented by Miss Iris Hatch, daughter of Dispatcher L. M. Hatch, who won all hearts by the charming manner in which she sang two songs, and fully deserved the hearty applause she received. Dancing was resumed and continued up to eleven o'clock. Coffee and sandwiches were served during the evening.

The Pacific Electric Orchestra furnished music for the dancing, and among other visitors from Los Angeles were noticed Mr. and Mrs. Geibel, Mr. and Mrs. R. Spafford, Mrs. Brainard and E. W. Hill, Educational Director.

Mr. Pickering, Manager of the Park, assisted greatly in the enjoyment of the day by throwing open the beautiful grounds and donating the use of the bathhouse, dance hall and free rides for children.

Frank Wilcox, Chairman of the Picnic Committee, and his assistants gave their time and best efforts without stint to making this the big success it proved to be.





## NOVEMBER A BUSY MONTH FOR ROD & GUN CLUB

Gazing over the calendar it looks like another busy month during November, at least three big events being on schedule: The regular monthly meeting on Wednesday, November 10th, starting at 8 p.m. Business, prize drawing and refreshments, enough said.

Second—Big Turkey Shoot, Los Cerritos Recreation Field, Sunday, November 21st, starting at 10 a.m. and continuing until sundown. Shot guns, rifles and pistols will be in order, so if you are a shooter and want Mr. Turkey, here is your opportunity. On the Blue Rock shooting the added bird handicap will be applied on all shooters who have established a season's average. Orders will be issued for all turkeys won, either alive or dressed.

Third—The Annual Rabbit Drive. On account of unforeseen conditions it became necessary to cancel the proposed drive which was scheduled for Sunday, November 7. Instead, November 28 has been set as the date for the big event which will be staged in the Antelope Valley.

The Pacific Electric Club will be the starting point and we will leave about 2 a.m. Sunday morning, arriving at Palmdale at 6 a.m. From there the party will proceed in a body to the location of the drive.

Everyone will arrange his own transportation. If you haven't a car, get in touch with someone who has. Anyone desiring to rent a gun will place a written order with L. R. Spafford, Room 209 P. E. Bldg. Shells will be sold at the Club before leaving. Bring your lunch and a canteen of water. Final details of this drive will be discussed at our next meeting.

### P. E. CLUB SHOOTERS SECOND

The Los Angeles Recreation Field won the scene of another big shoot on October 10th. This affair was scheduled for a four-team shoot, but the Pan American team, due to a misunderstanding, failed to show up, which left three teams to fight it out.

A final analysis showed Redondo Beach, first; Pacific Electric, second, and Union Pacific, third. It being mutually agreed that the two low teams should entertain the winners, the Redondo Beach club was the guest at a banquet and dance Monday night, October 11, of the two losing teams.

Ethel: "Are my lips the first you have ever kissed, dearest?"

Jack: "Yes, dear, and the sweetest."

## Indoor Baseball League Formed for Saturdays

**A**NOTHER form of sport which promises to supply plenty of amusement to a large group of employees was launched last month by Club Manager Vickrey. An indoor baseball league, composed of six teams exclusively made up of Company employees, got under way on Saturday, November 6, results of games and casualties being too late to record in this issue of the Magazine.

The teams so far organized are made up of members of the following departments and organizations: P. E. Rod & Gun Club, Freight Department, Passenger Department, Operating Department, Accounting Department and Engineering Depts.

Games are to be scheduled each Saturday afternoon at close-in local playgrounds, Charley Hill, Manager of the P. E. baseball team, having volunteered to make ground arrangements each week, as well as to aid in other respects. Manager Vickrey graciously supplied a liberal quantity of baseballs, bats and other necessary paraphernalia.

The idea of the league is not so much to collect teams of ranking calibre, but rather to afford wholesome, fresh air amusement to the large group of baseball "has-beens", who despite age, rotundity and other infirmities, still crave to show how the game should be played.

## STRONG TEAM GATHERED FOR WINTER LEAGUE PLAY

Since the close of the Major Summer League schedule the Pacific Electric baseball team has been playing independent games, preparatory to entering the fast winter league which has been organized. The Triple A League is the fastest baseball which is seen in Southern California in the winter months, consisting almost entirely of professional ball players who spend their between-season months in Southern California.

Manager Charlie Hill has built up a strong aggregation to represent the Pacific Electric in this League, which opened on Oct. 31st. Rod Murphy, a well known professional ball player,

formerly with the Vernon Coast League Club, and now a member of the Atlanta Georgia team of the Southern League, has been elected Captain and will direct the play on the field during the season. Rod has a wonderful personality which, with his knowledge of the national sport, makes him a valuable man for the team.

The railroad boys got away to a good start in the race on the opening game, which was won by them, the score being 15-8. With a 13-0 lead, which had been made by his teammates, Pitcher O'Neill eased up towards the latter part of the game.

On Sunday, Nov. 7th, the Electrics will tackle the strong Pasadena Eagles team at Tournament Park, Pasadena. This will be the first time these two clubs have ever met.

The players who have been selected to perform on the team this winter are:

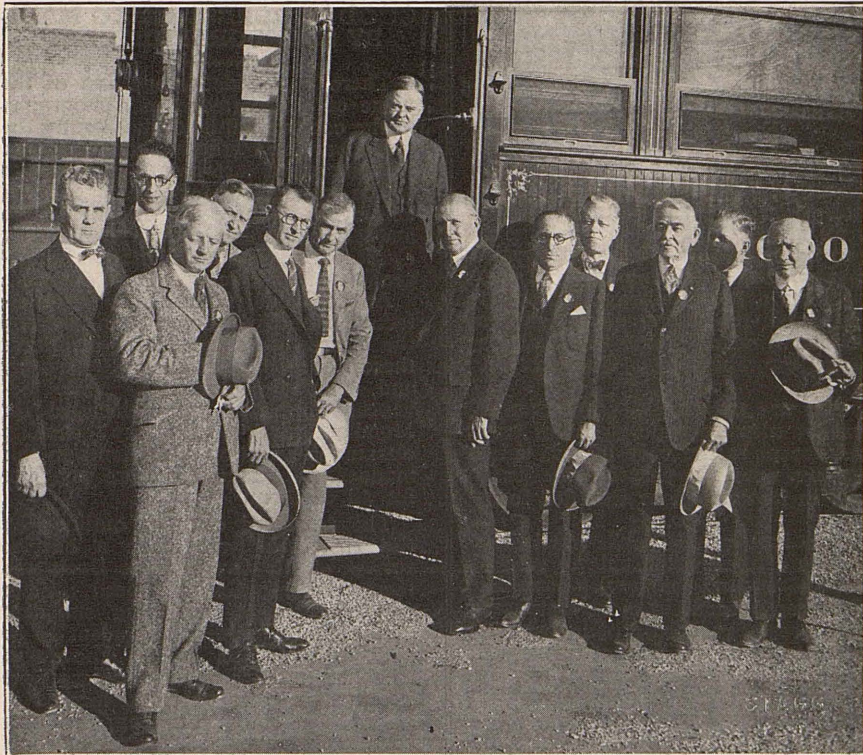
Harry O'Neill, Pitcher, of the Hollywood Coast League Club; Jack Smirch, Catcher, of the San Francisco Coast League Club; Rod Murphy, first base, a member of the Atlanta, Georgia, Southern League; Ralph Layne, formerly of the Mississippi Valley League and who has been a member of the Pacific Electric club during the past summer months, will play 2nd base. Tony Antista (brother of Supervisor Antista) and who was lately of the Arizona State League, will take care of the short stop position; while Badie Bouett, who has been a regular member of the team for the past three years and who incidentally played with the Pacific Electric team in 1914 when they won the State Championship, will be retained at third base.

The outfield will consist of Vic Ruedy of the 3-1 League; Gene Gomes from the Arizona State League, and Jim Blewett who is one of the fastest semi-pro players in this vicinity and who is also coaching the Manual Arts High School foot ball team. The old faithful Bob Ratchford, Clarence McDermott, Joe Faulkner and Gene Frost will be utility men. All four of these players are among the top notchers in semi-pro circles.

In getting together this strong aggregation, Manager Hill is placing before the public what he believes a strong ball club, which will win the championship and will also be a big publicity and advertising medium for the Company it represents.

Four games were played by the Pacific Electric team during the month of October. On October 10 the boys took a long trip to San Diego and played the local team in the big stadium there. The final score was 13-8 in favor of the railroaders, overcoming a 6-2 lead in the 7th inning. On the following Sunday the team played the Shell Oil Club at Long Beach and owing to poor pitching were defeated badly by the Oilers. However, on the following Sunday they redeemed themselves when they trounced the Crown City team at Brookside Park by the score of 15-3. On October 31st, in the opening game of the Triple A League, Van Nuys was vanquished, 15-8.





Secretary of Commerce Hoover (center) used P. E. Lines from San Bernardino to Los Angeles on the occasion of his California visit last month. He was accompanied by a committee of prominent Southern California citizens and made several brief addresses enroute to the city.

### TICKET AGENTS MAKE VISIT TO MT. LOWE WHILE HERE

The traveling public will know more about the beauties of Mt. Lowe as a result of the visit of several hundred Ticket Agents to our famous mountain resort on October 16. Returning from the annual convention of Ticket Agents held in San Diego early last month, attended by some 1200 Agents from all parts of the United States, the delegation made a two-day stop-over in Los Angeles for the purpose of gaining some first hand information about the attractions in this vicinity.

One of the underlying motives of the annual convention of Ticket Agents is to acquaint themselves with the districts to which they are sending many thousands of travelers each year. That Mt. Lowe was included in the itinerary while in Los Angeles shows that its fame is rapidly spreading in Eastern travel circles.

The delegation left Los Angeles by special train on the evening of October 17, continuing their homeward journey.

"Would you like to take a nice, long walk?" she asked.

"Why, I'd love to," replied the young man caller, joyously.

"Well, don't let me detain you."

### Is This a Social Error

Down in Texas recently a host inquired of his guest, while at dinner, whether the guest would have some corn. The guest passed his glass instead of his plate.

### ACCOUNTING DEPT.

By George Perry

Auditor Lovell was absent from the office for a few days last month. He attended the celebration of the opening of the new Southern Pacific main line through Phoenix.

Mrs. Mary Schnieder, Assistant Head Clerk Comptometer Bureau, is taking a short leave of absence. She is staying at home for a rest.

F. E. Loucks, Special Accountant, and R. E. Labbe, Head Clerk, Road & Equipment Bureau, are taking an inventory on the northern roads. Mr. Loucks is taking the Peninsular Railway at San Jose, with Mr. Labbe doing the heavies at the Stockton Electric R. R. at Stockton.

Will all in this department who are interested in playing indoor baseball please see Herman Grenke, who is making up a team to play the other departments of the P. E. Ry. Co. They will also play the offices of other companies.

Vacations for the month of October are as follows:

Mrs. Anna Smith, San Rafael.  
Margaret Taylor, Grand Canyon.  
Mrs. Lucille Kelch, home.  
Mrs. Mathilda Johnson, home.  
Violet Radford, home.  
Peggie Giordan, home.  
Marie Aubert, home.  
Winnie Littlefield, San Francisco.  
Mrs. Lucille Cornia, Tucson.  
Jack Rigby, home.  
Raleigh Brewer, Texas.  
Arthur Manhart, home.  
Ruben Hackbarth, home.

Some girls blush naturally; with others we are inclined to think it is just put on.

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

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

Secretary of the Navy, Curtis D. Wilbur, California.

Secretary of the Interior, Hubert Work, Colorado.

Secretary of Agriculture, William M. Jardine, Kansas.

Secretary of Commerce, Herbert C. Hoover, California.

Secretary of Labor, James J. Davis, Pennsylvania.

Texas with 265,896; California with 158,297; Montana with 146,997; New Mexico with 122,634 and Arizona with 113,956 are the five ranking states in point of square miles area. Rhode Island with an area of only 1,248 square miles is the smallest, while Nevada has the questionable honor of being the most thinly populated.

### Jug 'O All Sorts

Being Pithy Facts About Plenty 'o Things

The English language is spoken by more than 180,000,000 of people, which gives it first place in total numbers; German is second with 120,000,000 people speaking that language.

The British Empire rules over the largest area and the greatest population of any governing power in the world. The area of the British Empire is given as 13,406,103 square miles with a total population of 441,595,965.

The U. S. and British statute mile is 5,280 feet. The British Admiralty knot or nautical mile is 6,080 feet. The statute knot is 6,082.66 feet, and is generally considered the standard.

How well do you know your government? For instance, how many ranking posts are there in the President's Cabinet and who are the chiefs of each?

Here are the answers:

Secretary of State, Frank B. Kellogg, Minnesota.

Secretary of the Treasury, Andrew W. Mellon, Pennsylvania.

Secretary of War, Dwight F. Davis, Missouri.

Attorney General, John G. Sargent, Vermont.

Postmaster General, Harry S. New, Indiana.



## Electric Railway Problems Vital Public Issues That Must Be Viewed Broadly

**C**ITING some of the immediate and future problems of the electric railway industry, President Paul Shoup in a recent article appearing in a national railway journal contributed some excellent thoughts which may well be studied and passed on by all of us.

The public is now and will continue to be dependent upon electric railways for its major local transportation problems, Mr. Shoup pointed out. Consequently anything that adversely affects a local railway will re-act against a city's interests. Prohibitive taxation, too liberal use of streets by automobiles, unwarranted and excessive franchise taxes are matters which the public must view broadly and unprejudicially. Quoting Mr. Shoup:

"Elevated structures on streets of a city are unpopular. Any change from the surface means going below except where private rights of way are available. The expense is great and except in the very largest cities prohibitive in the financial burden it imposes upon the passengers. Even where such change is made the street car in its existent or enlarged form still remains the passenger vehicle.

"It is my view, therefore, that in its own interest the public must deal with these electric line systems on the basis of their being able to earn a fair return in order that they may retain and expand the service essential to the life and growth of these cities. This can be done in some instances by increase in fares, where they have not already reached a point beyond which an increase would limit the riding power of the public; but in all instances they can and should be freed from the burden of street paving and its maintenance, from all burdens such as lighting, franchise and car taxes and the like, and finally, a reduction of taxation to the minimum, upon the ground that the car service constitutes a factor vitally important in the life of the whole city. In doing these things, and in removing other burdens of a public nature that may exist, the public will not be doing as much as it has already done for the users of privately-owned motor vehicles, and as well those which compete with the railways as public utilities.

"It is necessary, while diligently carrying on with the best possible service and exercising all the functions of good management for electric railway officers, employes and owners to stress the need for fair treatment by recognition of the fact that there has come upon the scene a form of transportation strongly competitive with the car lines and that the car lines must and should have in all questions of public relations equal treatment with this new form of transportation if they are to survive, and to point out that such survival is after all most vital to the public and must be given consideration accordingly."

### EMPLOYEES IN HOSPITAL

The Medical Department furnished the following list of sick and injured employees who were receiving medical attention as the Magazine went to press:

R. S. Williams, Bus Driver; E. F. Edwards, Mechanic; Sylvester Brown, Mechanic; Clarence Kirk, Motorman; P. Hanna, Motorman; L. F. Snyder, Conductor; Robert Reid, Messenger; Edward Blackwell, Switchman; N. Rossea, Laborer, and Bernard Bander, Laborer.

The friends of the above are urged to call at the Pacific Hospital and cheer the boys up by their visits. The patients are being well cared for, but visitors are always welcome and sometimes avail more than can medical science. The Hospital is located at 1329 South Grand Avenue and the visiting hours are 2 to 4 and 7 to 9 p.m. daily.

Lecturer: "Allow me, before I close, to repeat the immortal words of Webster."

Grinstead (to his wife): "Land's sake, let's get out of here. He's going to start in on the dictionary."

### PASADENA SERVICE PRAISED

Courtesies and good service received from our Pasadena forces elicited the following commendatory letter from Mr. Rufus Mead, Principal of the John Muir High School of the Crown City:

"I wish, as Principal of this school to express my appreciation for the courtesies extended by your company, particularly the giving of a special car and the privilege of stopping the cars in front of the school. I wish especially to thank Mr. Smith and Mr. Roberts for their consideration and thoughtfulness at all times.

"I regret that there were some troublesome boys on the cars for a while and assure you that we do not countenance their actions in any way and are doing our utmost to prevent this misconduct. I trust that it has largely stopped by this time.

"Thanking you again for your cooperation."

"What! Divorced—and only married a month?"

"Yep—I told her she didn't know him well enough to divorce him, but she wouldn't listen!"

### GOOD PROGRESS BEING MADE BY STENOGRAPHIC CLASS

There is a wide recognition of the value of a knowledge of stenography in the commercial field, judging by the response which followed the Magazine announcement last month of a course to be conducted for the benefit of employees. Some 33 are registered and are attending regularly the four classes being conducted under the direction of Instructor Ida M. Scott.

An additional feature was made effective Monday, November 8, whereby the classes were separated—beginners thereafter being assigned to Tuesday and Thursday evenings, while advanced students are scheduled for Monday and Wednesday evening classes. Separation of students in this manner will make for more progress for all of them.

The advanced class as outlined by the Instructor will make a hurried review of the Gregg Text Book and then take up Gregg Speed Studies with the aim of achieving sufficient perfection to permit the student to be able to apply his or her knowledge to actual practice in the business field.

The new class quarters, located at Room 711, P. E. Building, are now completely equipped, regular school seats with writing facilities being installed, together with a large blackboard for the class.

Although instruction started a month ago, it is not yet too late to register, providing prompt action is taken. Any employee who can spare an hour's time two nights a week to attend these classes, which are given free of charge and at the very convenient hour, 4:45 to 5:45 p.m., will find the time well spent.

Those attending the classes have made very gratifying progress during the month, due to the splendid presentation of the fundamental principles by the Instructor. Mrs. Scott was formerly associated with the University of Nebraska and is now a member of the Los Angeles High School faculty. Employees are indeed fortunate to have so competent an Instructor at their disposal.

### Ode to a Fraternity Ford

Thou odd assembly of nuts and bolts,  
Of tin, and wood, and screws—  
Purveyor collegiate of women and song,

Of brothers, alumni and booze;  
Speak to your master, speak! I say—  
Why do you stand there so dumb?  
The wheels are on, the engine is there  
But still your poor pulse is numb.  
Ah, 'tis gas you want to whet your thirst,

You x!?!? zz\$\$ wreck of a hack,  
You treat me like I treat the girls;  
By heck! I've got to walk back!

—Carnegie Puppet.

John—What is a vacuum?

Dave—I have it in my head but I can't think of it just now.

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



## AUTO POPULATION IN CITIES OF 500,000 ONLY 12%

The average pedestrian of metropolitan cities who would take oath that 98% of the world's population of automobiles are harbored within the confines of his city, will be startled to learn what a comparatively small proportion of autos of this country are operated in cities of more than 500,000. Walter P. Chrysler, of automotive fame, writing in the Nation's Business, comments most interestingly on this subject from which we learn that—

Sixty four per cent of all automobiles registered in the United States are owned by residents in towns of 25,000 or less. Conversely, only 12.4 per cent of the register auto population is owned by citizens in cities of more than 500,000 population.

### Miss Sybil Mather Returns

Many friends, both among employees of the Company and its patrons, will be pleased to note Miss Sybil Mather again behind the Information desk at the Sixth and Main Street Station.

For the past year Miss Mather has been in charge of information work at Los Angeles city and county exhibit operated by the Los Angeles Chamber of Commerce in Chicago. She was "loaned" the Chamber of Commerce by this Company to organize and put on information bureau work in that city.

She returns to California a greater booster for her homeland than she was before leaving.

### Death Takes "Dick" Scarisbrick

Richard Scarisbrick, for the past ten years Chief Clerk in the Efficiency Bureau, passed away at his residence in Inglewood, November 1st, after an illness of several months.

Mr. Scarisbrick entered the service in 1913, immediately upon reaching California from Toledo, Ohio, where he had been connected with various railway interest for over twenty years.

His thirteen years continuous service with this Company were marked by rare industry and loyalty and his passing will be keenly felt by his associates.

A wife, three daughters and a son survive him, to whom sincere sympathy is extended.

### There Are Others

If times are hard, and you feel blue,  
Think of others, worrying, too.  
Just because your trials are many,  
Don't think the rest of us haven't any.

Life's made up of smiles and tears,  
Joys and sorrows, mixed with fears;  
And though to you it may seem one-sided,  
Trouble is pretty well divided.

If we could look in every heart,  
We'd find that each one has its part.  
And those who travel Fortune's road  
Sometimes carry the biggest load.

## TWO CITY OWNED RAILWAYS HUGE DEFICIT FOR YEAR

There are two municipal street railways in Northern California, and both are losing money. The San Francisco venture, according to the report of State Controller Ray L. Riley, finished the fiscal year that ended June 30, 1925, \$20,524 behind. Gross receipts were \$3,369,278 and total expenditures \$3,398,802. The Eureka municipal railway took in \$73,712.24 and paid out \$125,062.02, the taxpayers losing \$51,349 on the year's operations.

Another point, not touched in the State Controller's report, is that neither of these roads paid any taxes. For instance, a privately-owned street railway doing the volume of business of the San Francisco municipal railway, would, according to the Bureau of Government Research, have had to pay for the same period \$311,548 in taxes. Therefore, it is fair to say that the loss to the taxpayers is not \$20,524, but \$332,072, which is almost a third of a million dollars.

A preacher said to his congregation: "There is a certain man among us who is flirting with another man's wife. Unless he puts five dollars in the collection box his name will be read from the pulpit."

When the box came in there were nineteen five dollar bills in it and a two dollar bill with a note pinned to it, saying: "This is all the cash I have, but will send the other three dollars Wednesday."

### Literally

Old Lady (visiting state prison)—I suppose, my poor man, it was poverty brought you to this.

Counterfeiter—On the contrary, num. I was just coining money.

## To Sell, Rent, Exchange

What have you to sell, rent or exchange? Tell your message in this column. The price is small and all money collected is turned into employees emergency relief fund.

TO RENT 7 rms. strict, modern unfurnished; shrubs & flowers; 3 bed rooms; breakfast rm.; Watts car; \$40; 1756 E. 39th St.

To Rent. \$25.00; beautiful lower flat; 3 lg. rooms; half blk. to P. E. car. 1219½ Pueblo Ave., El Serreno, or see W. B. Annen, Signal Dept.

FOR SALE—Six-room modern home. Convenient to car and school. Southwest section of Los Angeles. \$6000. Small amount cash, balance like rent. Apply 664 P. E. Building.

For Sale or Trade—25-20 Center Fire 10 shot Winchester Rifle, good condition. What have you? A. E. Parrish, 1419 West 47th St. Phone UN. 3990.

For less than the price of a vacant lot in Ben-Mar Hills—only one block away—I offer a comfortable 4-room and kitchenette bungalow on paved st. with all conveniences, inc. sewer, rose pergola, bird house, lily pond, trees and shrubbery. 4 blocks from P. E. and high school. Elev. 800 feet. See owner, C. K. Bowen, 633 P. E. Bldg.

## Forget It

If you see a tall fellow ahead of the crowd,  
A leader of men, marching fearless and proud,  
And you know of a tale whose mere telling aloud  
Would cause his proud head to in anguish be bowed,  
It's a pretty good plan to forget it.

If you know of a skeleton hidden away  
In a closet and guarded and kept from the day  
In the dark; and whose showings,  
whose sudden display  
Would cause grief and sorrow and life-long dismay,  
It's a pretty good plan to forget it.

If you know of a thing that will darken the joy  
Of a man or a woman, a girl or a boy,  
That will wipe out a smile or the least way annoy  
A fellow or cause any gladness to cloy,  
It's a pretty good plan to forget it.  
—Commerce and Finance.

Don't brag. It isn't the whistle that pulls the train.—Clipped.

Helping another helps yourself more than it helps the man you are helping.

It is what a man does when he has nothing to do that shows what he is.

Doing an injury puts you below your enemy; revenging one makes you but even with him; forgiving it sets you above him. . . . Be civil to all; sociable to many; familiar with few; friendly to one; enemy to none.—Benjamin Franklin.

The world reserves its big prize for but one thing, and that is Initiative. Initiative is doing the right thing without being told. Next to doing the thing without being told, is to do it when you are told once.—Elbert Hubbard.

Every good citizen not only takes care of himself and others, but does something for the government. The man who, on leaving school, learns a trade or calling and advances in it; who learns the importance of politeness and fairness; who marries and looks after his family; who assists a little in the general progress; who builds a house or a factory or improves a farm; who learns a little every year; who is not a nuisance to others, but of some help to others, has been successful.—Ed Howe.

A large colored washerwoman was being married, and when it came her turn to answer the questions, the parson said, "Susanna, does you take this yere man to be yo' lawful wedded husband, for better or fo' wuss?" "Jes as he am, Parson, jes as he am. If he gets any better, Ah know de good Lord's gwine to take him, and if he gits any wuss, I'll attend to him maself."





# "Listening In" Along The Lines By Our Correspondents

## NORTHERN DIVISION PASADENA By R. S. Peterson

Being largely attended, as it was the first meeting of the season, the Northern Division Trainmen's meeting, held October 20th in the new clubroom at the North Fair Oaks Carhouse, was a great success. S. J. Kernick, from Macy Street, acted as Chairman. Refreshments were furnished by the Pacific Electric Club.

Many Pasadena employees and families attended the Pacific Electric Rod & Gun Club Picnic held at Brookside Park last month and all report a splendid time.

The increase in fare in Pasadena appears to have caused no opposition on the part of the patrons. Their resourcefulness, however, the day preceding the increase in fare, in purchasing all the local tickets possible, revealed many amusing incidents.

A very commendatory letter was received from Mr. Rufus Meade, principal of the John Muir Technical High School, concerning the service being rendered for the students and co-operation with school officials.

Conductor K. C. Kemp enjoyed a trip to his former home in Texarkana, Ark.

Introducing new employees: Motorman A. P. Collins; Conductor V. J. Wing, who was formerly employed here; and Collector W. H. Walker, who is attending California Institute of Technology.

It is hoped that Conductor L. Kibort will soon be with us again. His health will not permit him to work for some time nor will he be able to attend school at Caltech.

During the past month Cupid has been quite busy. Conductor R. Wallace is spending his honeymoon up north and Michael P. Dorsey, Crossing Flagman, with his bride, is finding San Diego a romantic spot.

Conductor M. N. Turney wrote from Fort Worth, Texas, his former home, and we certainly envied him on his mention of hot biscuits and fried chicken served in the typical Southern style.

A. P. Smith, Assistant Trainmaster, spent his vacation at home.

Grover C. Harris, employed in the Mechanical Department, was fortunate enough to be in St. Louis at the time of the World Series games and the lucky recipient to a seat at one of the games between St. Louis and New York.

Conductor D. M. Durkee and Motorman W. F. Judge took an auto trip to El Centro and then across the border. Apparently they remained sober, although they were not heard from for a considerable time.

Conductor G. E. Wynn, while on vacation, drove his automobile to Salt Lake City.

Rumors persist in circulating that in the near future the bonds of matrimony will snare Motorman E. E. Frick. He has our best wishes.

We are glad to know that Motorman M. R. Baldwin is rapidly improving as the result of an operation at the Pacific Hospital.

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

Two of our best known anglers, Gen. Foreman Green and Asst. Gen. Foreman Boswell, motored up into the Toluca Lake region over the week-end for one of the most successful fishing trips so far recorded this season. The lake literally swarmed with members of the finny tribe and we have Jim's word for it that his hooks no sooner hit the water than they were actually fighting one another for the bait.

The number caught was reported as 37, but Mr. Boswell claims that the catch would have been much greater had not Mr. Green been so indisposed to exertion that he refused to pull in

his line if there were not at least two fish in tow.

Although we didn't get a picture for publication, devotees of the sport may be convinced by seeing Mr. Green, who carries a picture of the occasion constantly with him.

Congratulations are being extended Mr. and Mrs. John R. Foster over the arrival of an 8¼-pound little stranger, John, Jr., who was born Sept. 25th. John, Sr., is wearing a "chesty" smile that won't come off and passing around the big fat cigars with the explanatory statement: "Yep, it's a boy."

One of the surprises of the past month was the wedding of Miss Gertrude Leddy and Mr. N. O. Leonard of Redondo.

The young couple quietly motored over to Santa Ana, where the ceremony was performed and their friends had no knowledge of the event until "Oss" showed up Monday morning with a box of cigars and singing: "I Love You Truly." Mr. and Mrs. Leonard will reside in Redondo.

I. J. Tansler, formerly of the San Pedro force, has transferred to Long Beach for day duty.

Another reason why we should ride the Red Cars for safety's sake: Conductor E. C. Sievers is now driving a Willys Knight.

Boy, page Judge Chambers!

Sylvester Brown of the night force is in the Pacific Hospital suffering with internal injuries received in falling from the top of a car into the inspection pit. We trust that his injuries may prove to be of a minor nature and that he will be with us soon again.

Our air expert, Tom Higgle, is reported as building a garage in his spare time. "Carburetor" Johnson claims that Tom is going to park his bicycle therein.

Conductor on train: "Next stop, Charleston."

Elderly Lady (ghastly): "Just try and make me."



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

Following in this column appears my first humble effort to represent our large terminal in the Magazine. However, let us all look at it not as a one man job, but realize that success depends on the spirit of co-operation of our whole personnel. Helpful suggestions will be appreciated at all times.

With the continued help that has already been manifested, I am sure we will all feel well repaid for doing our bit.

Yours, for a great representation.

Brakeman S. A. Slavens has just returned from his vacation with a very interesting tale of his auto trip in company with Brakeman N. A. Radney, into the wilds of Arizona where they trapped and hunted.

On one expedition Slavens reports that on an extremely precipitous range of mountains, far from any point of civilization, they came upon an abandoned Indian village.

In the center of the village was a rectangular stone fortress. On ground surrounding they found a complete arrow, some crude pottery, an antique grist mill and an old bowie knife, that buffalo hunters commonly used.

Conductor H. H. Taylor and Brakeman L. G. Perry have returned to work after making a 30-day auto tour through California and Oregon to the former home of Perry, in Eugene, Oregon. Both Taylor and Perry are enthusiastic in their praise of the scenic coast route. Perry also stated that it surely seemed fine to once again put his feet under father's table.

Is "13" lucky or unlucky?—Conductor L. N. Velzy asserts that this number has always proven lucky for him. To substantiate his claim he gives the following information:

He was born on the "13th," his wife on the "13th" and last, but not least in importance, on the "13th" of October last, Mr. and Mrs. Velzy became the proud parents of a nine and one-half pound baby boy.

Congratulations, Mr. and Mrs. Velzy.

The sudden increase in the rock business necessitated putting on a new freight job known as Helper-motor or Freight-pusher, to help our heavy rock trains over the grades on the Glendora and San Bernardino lines.

This motor has been kept busy throughout the month of October.

A. W. Callies, F. M., A. P., (freight motorman and aeroplane pilot), has bid back on freight run 660. His pleasant smile indicates that he is far more pleased to be back in the yard after a short stay on the road freight. Callies states that he has more time to devote to flying while working the yard freight run.

Callies recently took and successfully

passed an international examination in aeronautics in which he had to remain at the elevation of ten thousand feet for one hour. He states that though he was alone at this elevation, the examiners who remained on the ground could tell that he had been at the elevation demanded, by reading a combination clock and altitude meter that accompanied the plane.

Winter is surely approaching as Motorman William Still has bid from day South Pasadena "Owl" has now bid in 147 on same line. Still states that he "still" prefers the night run in the winter time.

Motorman F. J. O'Donnell from Pasadena who recently bid in run 144, South Pasadena "Owl" has now bid in and is working run 52 on Glendora Line.

Harold Lytle, Conductor, Pomona Line, has returned to work from his vacation, part of which he spent in St. Louis witnessing the world Series baseball games. Lytle states that he enjoyed to the utmost, the rete of Babe Ruth, the Bambino, who knocked three home runs in one game.

Freight Conductor J. W. Salisbury, who has held freight run 664, the merchandise freight, has bid in and is working the day yard freight run 653.

How is this for a co-incidence? Conductor O. R. Shaw working a run on the San Bernardino Line reports that on October 20th last, he was working run 89, the train number was 89 and the amount of cash collected on the run was 89 cents.

**ENGINEERING DEPT.**  
By Leonard A. Biehler

Signal Engineer Florence is a busy man these "evenings." Sam has just moved into his new home in Beverly Hills and the "Mrs." keeps him occupied. If you want any radio advice, wait a few weeks.

C. B. Davis of the Field Department spent his vacation at Salton Sea duck hunting, (at \$3.00 per duck). He returned in time for the U. S. C. Stanford game.

Because the Thundering Herd forgot to thunder Don Batman is furnishing smokes for the gang.

Leon Perry attended a Mask Ball at Rosemead on Hallowe'en and tried out his new dance. Ask him for details.

Harvey Chirstian is one fellow who carries his home manners into the office.

Ernest Hayward is organizing an indoor baseball team for the new P. E. League. His team mates are already asking about financing the Banquet.

A certain party in the Engineering Department left to spend vacation in South Dakota and was lost in Texas—arrived in South Dakota in time to say Hello—Goodbye.

E. C. Hall also attended a Halloween party—It was a cold night.

Gordon A. Geoghegan last month left the Drafting Room of the Engineering Department to enter the Los Angeles City Engineering Department at its Venice Branch.

Jim McCulloch has been transferred from the blueprint room and is now acting as the Drafting Room Reception Committee. Lookout — he's Scotch.

Our blueprinting is now handled by a new member of the P. E. Family—Harold Smith.

Charles Hunt has not fully recovered from the shock of learning that a certain stenographer in the Main Office was married.

John K. Ford has deserted the Main Office to join the Field Department.

Nurses in the Engineering Department are making plans for Christmas for Mexican children whose parents are employed by this Company. They will appreciate receipt of toys—old or new—also any children's clothing that may have been outgrown by your kiddies.

It is now planned to visit Fred Bixenstein's at Valyermo to get in the fire wood for the coming winter, Sunday, November 14th. Come on you wood choppers and rally round the old log and get in some wood for Fred. For further information get in touch with Mr. Guercio or the writer.

**NORTHERN DIVISION**  
Eastern Lines  
By Mary Surr

F. E. Peachey, Asst. Supt., and family, have returned from an enjoyable vacation. Part of the time was spent at Balboa Beach, and later they motored to San Diego and surrounding points of interest.

The following trainmen are now on vacation: Conductors F. H. Learmonth; C. G. Young; G. M. Cooper; and Motorman J. E. Winters.

Motorman R. B. Headrick has been transferred to freight service and is on the 6:00 p.m. Corona freight.

Two new industries have been recently established on lines of the Pacific Electric. The Cordage Company, located on the Highland line near 7th Street, and the Franz Lumber Company have opened up a lumber yard at 7th and A Streets. Both of these will add to the revenue on Eastern lines.



## MECHANICAL DEPT.

By Willis M. Brooks

Joe Hughes, after an extended six months' trip in Europe, has returned to work. Joe came back loaded with presents for his many friends. He reports a most interesting trip visiting scenes of his early youth, but nevertheless glad to get back to the good old U. S. A. and particularly Southern California.

Alpheus Penwell of the Erecting Shop, reports an interesting vacation trip through the northwestern part of the country.

Wm. Spalding, Foreman of the Machine Shop, visited his old home in other things he spent an interesting Kansas City, during vacation. Among day at the Armour Stockyards and Packing Plant.

Roy Coultis, of the Paint Shop, spent vacation at various points in Arizona.

### Born

to Mrs. Arthur Romero, wife of Arthur Romero of the Winding Room, a 7½ pound baby girl. Congratulations!

We are glad to report that Arthur Hiatt of the Tin Shop is now on the road to health after a three weeks' siege of sickness and that Frank Walker after a two weeks' sick layoff, has returned to work.

Miss Arreen E. Miller, of Mr. Straub's office, is enjoying her vacation by a steamer trip to Seattle on board the Alexandria.

E. A. Stevens, Mechanical Office, enjoyed vacation at various points in Mexico.

Miss May Chisholm reports an unusually good time spent in San Francisco on vacation.

## WESTERN DIVISION

By E. C. Brown

Trainmen's November Get-together meeting will be held at Sherman November 17, 8:00 p. m.

Depot Master Snodgrass is now well on the road to recovery and it will only be a matter of about two weeks before the crutches can be left at home.

Night Depot Master Leinger returned last month from a visit to Seymour, Indiana, his old home.

Conductor S. Hart and Ocean Park Cashier Harry Piel have again resumed their duties after short leave due to sickness.

Conductor O. E. Roberts of O. P.

car house, who is an expert on radios, states that if any of the boys on the Western Division have trouble with their radios he is ready to assist them in remedying the trouble,—free of charge. Mighty nice O. E.

Motorman C. H. Smith of Hill Street has returned to the Brentwood Apartments where, in the past he has written quite a few short stories and is now engaged in writing a book which he expects to have ready for publication in the near future.

That world-wide Traveling Motorman, Henry Gerlack, is again on the high sea. This time the trip includes visits to France, Germany and England.

Some great stories are expected from Motormen L. Buster and J. Connell of the Glendale Line when they return from their trip through Texas and Mexico.

I thank you for your news items. Keep up the good work by mailing items of interest to E. C. Brown, care of Hill Street Station.

## 7TH ST. WAREHOUSE

By Daniel Sanchez

Yard Messenger Reed received painful injuries late last month when he collided with a Ford coupe, the handle of the bicycle on which he was riding cutting the calf of his leg. He will be confined at the Pacific Hospital for a few days.

Frank Contreras, Trucker, has returned from a 90 day leave-of-absence spent in Phoenix, Arizona. While away he took unto himself a wife and on return was presented with a beautiful electric percolator by his host of well-wishers among the boys.

Glenn Day has been transferred from the Yard Office to the Freight Station Office, where he has a broader field of activity and learning.

Poor health last month necessitated a month's leave-of-absence for Commercial Checker Frank Maddox.

Thos. D. Walker, Bill Clerk, spent his vacation on a hunting trip in the northern part of the state. Hunting what?

After a protracted illness our good friend Chas. Sheldrick of the U. S. Custom Service, passed away on Oct. 9th. His legion of friends extend their kindest sympathy to his family.

J. N. Breese, Interchange Clerk at State Street, has been advanced to a position in the General Yardmaster's office.

Foster Whitehead, Forman of Shed No. 4, while on a "vacation" during September took unto himself a wife

in the person of Miss Anna Stromple of this city. Foster, unknown to any of his many friends, planned the big event without the knowledge of any of his co-workers. The honeymoon was spent in Berkeley. Just half the luck we wish them will insure a long life of wedded bliss to the happy couple.

## SOUTHERN DIVISION

Samuel J. Mason,  
Passenger Director

Motorman F. B. Wilson, Whittier Line, is no longer a bachelor, his wife having returned from a visit with her mother in Denver.

Conductor F. T. Blakeley of San Pedro-Gardena Line spent a very pleasant vacation at Little Rock, Arkansas. He brought his mother back with him for her first visit to California.

Motorman K. J. Bordelin is the proud owner of a new duplex home.

Brakeman E. A. Schmidt of the 8th Street Yard has returned from a forty-day visit with his father at Hutchings, Kansas.

A trip up the coast route to San Francisco in his "Buick Roadster" occupied the vacation of Motorman C. \_\_\_\_\_ of the Southern Pacific Special.

Motorman Geo. Nesbit, has returned from a visit with him brother at Hot Springs, Arkansas. Nesbit's brother is superintendent of Hot Springs Railway.

Folks, this must be "Arkansas Week."

Motorman M. M. Sirratt, if plans work out, will go to Little Rock on a big game hunt.

Brakeman L. F. Prince of the 8th Street Yard is out of the Hospital after having a leg amputated due to an accident at 8th and San Pedro Street some weeks ago. Prince states that he received splendid treatment at the Pacific Hospital.

Have you noticed that broad smile on our Depot Master Chester E. Walley? It's a "Willys-Knight Sedan" smile.

Motorman Ben F. Hammock has taken unto himself a wife. Much happiness, Ben, and thank you for the cigars.

Brakeman J. B. (Spud) Murphy of the 8th Street Yard, desiring something of an oriental nature, spent his vacation in Honolulu. The trip, made on the "S. S. City of Los Angeles," was enjoyable in every detail.

Conductor—Do you mean to say that boy is only six? He looks at least ten.

Mrs. Cohen—Can I help it if he worries?





Professor (to freshman): "When you born?"  
 Freshman: "On the second of April."  
 Professor: "Late again."

#### Mistaken Identity

An old negro, when brought before the judge, was asked if he were the defendant.  
 Pointing to his attorney, he said, "dah de de'fen'ant. I's the gent'man what stole de chickens."

O'Brien: "Let's walk around the corner and get a drink."  
 Collins: "Walk, H——!; let's run."

A man may have heart enough to love two women at the same time, but he certainly ought to have brains enough not to try it.

Wouldn't it be a joyous act,  
 Of undiluted bliss,  
 To smash the goof who greets you  
 On the phone with "Who is ziss?"

#### Homo Sapiens

A man is something that can see a pretty ankle three blocks away while driving a motor car in a crowded city street, but will fail to notice, in the wide, open country-side, the approach of a locomotive the size of a schoolhouse accompanied by a flock of forty-two box cars.—Exchange.

Peaches—I'd like to try on that rose dress in the window.  
 Salesman—Sorry, miss. That's the lampshade.

Buck: "Do you know what a patriot is?"  
 Private: "Sure, he's a fellow that's always ready to lay down your life for your country."

#### Served the Purpose

The captain, taking inspection, noticed Private Brown had no tooth brush.  
 "Where's your tooth brush?" he demanded.  
 "Here, sir," said Private Brown, producing a large scrubbing brush.  
 "You don't mean to tell me you can get that thing into your mouth?" shouted the captain, angrily.  
 "No, sir," replied Brown, without changing his expression. "I take my teeth out."

When you see two men in the front seat and two women in the back seat you can rest assured that it is a married couple's outing.

Lady (to tramp): "Why on earth don't you work like anyone else? Hard work never killed anyone."

Tramp: "You're wrong, mum, I lost both my wives that way."

"Shut off dot radio, Izzy."  
 "But, Papa, it's a swell piano solo."  
 "Eggsactly. Dun't be wasteful. Toin it off and wait for a full orchestra."

#### Sign on a Ford

Seven Days in This Makes One Weak.

#### "Flaming Youth"

"The old grey hair ain't what it used to be."

"Is he lazy?"  
 "Lazy? Say, that fellow rides in a Ford car to save himself the effort of knocking the ashes off his cigar."

First Typist—How long have you been going around with Freddie?

Second Typist—Oh, about three permanent waves.—Life.

Teacher (in geography class)—"Can anyone tell me where Pittsburgh is?"

Small Voice (in rear)—"Please ma'am, they're playing in Chicago."

#### The Family Tree

"Yes, suh, I can trace my relations back to a family tree."  
 "Chase 'em to a tree?"  
 "No, trace 'em!"  
 "Well, jes two kinds o' things live in trees; dat's birds and monkeys—and you sho' ain't got no feathers on you!"—Topics.

#### Devotion

An old darky got up one night at a revival meeting an' dsaid: "Brudders an' sisters, you knows an' I knows dat I ain't been what I oughter been. I'se robbed hen-roost and stole hawgs, an' lied, an' got drunk, an' slashed folks wi' mah razor, an' shot craps, an' cussed, an' swore, but I thank the Lord der's one thing I ain't nebber done: I ain't nebber lost mah religion."—Shop Notes.

Mr. and Mrs. Ikey Rosenstein were looking over the fashionable spring coats in an exclusive Woman's Shop.

Mrs.: "Look, Ikey, here's a nice coat."

Mr.: "Oil! Oil! Rebecca, but see the price!"

Mrs.: (scornfully): "Oh, Ikey, don't be Scotch."

A woman was fined recently for pouring water over an engaged couple who were saying goodnight. The incident would have passed unnoticed by the victims had the defendant taken the precaution to retain the bucket.

Here is the story about the most optimistic man. Totally bald, he went into a drug store and asked for a bottle of hair restorer. "Yes, sir," the clerk said, "here is a preparation that is sure to make your hair grow." "All right," replied the optimist, "I'll take a bottle. And please wrap up a comb and brush with it."—Argonaut.

"How much is a ticket to Kansas City?"

"Eight dollars and thirty cents."  
 "Gosh, everything is high here. They sell 'em for \$4.85 up at Ponca City."

Oscar certainly is around that girl a lot."  
 "So's his old arm!"

#### They Will Be Women

Maybe a woman thinks the "stop" sign doesn't mean it because she doesn't mean it when she says it.

#### Sure

A certain newspaper that made a practice of answering inquiries from readers, received this one:

"Please tell me what is the matter with my chickens. They go to roost apparently well. The next morning we find one or more on their backs on the floor, stiff, combs white, and their feet in the air."

It was the editor's busy day, and this was the answer his reader received:

"Dear sir, your chickens are dead."—Kreolite News.

"Tickets!" said the conductor, as he stood in front of a passenger the other day on a train leaving town.

The passenger began fumbling nervously through his pockets, and finally turned them inside out.

"Where's your ticket?" asked the conductor. "You can't have lost it."

"Can't have lost it!" repeated the nervous one, sarcastically. "My friend, I lost a bass drum once."

Two travelers on a train passing through South San Francisco carried on the following conversation:

L. A. Resident: "You seem to have quite a number of horses in S. F."

S. F. Resident: "We have, and by the way, I don't remember of seeing very many in your city."

L. A. Res.: "No( we haven't many, I believe that there is only one horse in the whole city of L. A."

S. F. Res.: "You mean to tell me that there is only one horse in the whole town of L. A., and you a resident of that city?"

L. A. Res.: "Yes, I believe that is all there is."

S. F. Res.: "Well, I am certainly glad to meet a citizen of L. A. that will admit that L. A. is a one-horse town."



#### A Welcome Change

Awkward Dancer—"The Charleston becomes rather monotonous, don't you think?"

The Unlucky Girl—"Well, try jumping on the other foot."

#### Hateful Slogan

Against policemen I

Had never held a grudge,  
Until they'd learned that spiel—  
"Just tell it to the Judge."

#### Page the Inner Man

Absent-Minded Professor—"Waiter, half an hour ago I ordered some lamb chops. "Have you forgotten them—or have I had them?"

#### A Dry Resort

Visitors—"My poor man! I presume it was the desire for drink that brought you here?"

Prisoner—"Not at all. I never expected to get any in this place."

#### The Wrecking Crew

The car was brought to a local garage and was badly damaged.—Texas paper.

#### Gentle Hint

A pedestrian, bumped by a taxi, found himself lying in the street directly in the path of a steam-roller.

"That reminds me," he cried, "I was to bring home some pancake flour!"

Women rarely put off till tomorrow what they can say today.

#### Domestic Atmosphere

Sergeant (angrily)—"Button up that coat!"

Married Recruit (absent-mindedly)—  
"Yes, my dear."—Answers.

Who was Shylock, Aunt Ethel?"

"My dear! And you go to Sunday-school and don't know that!"—  
Life.

#### Abbie Was Mad

Bit by his dog, the owner rushed out to assure the offended Yiddisher of his regrets, adding that no serious results would come of it as the dog was not a mad one. "The dog mad," replied Abbie. "For vy should he be mad? Look at my pants."

#### Breaking the Pair

During a very hot spell a man was riding in his Ford with one foot hanging out over the door. A small boy, noticing this, shouted after him: "Hey, mister! Did you lose your other roller skate?"—Harper's Magazine.

Novice—"I believe my trouble is that I stand too close to the ball when I drive."

"Old Golfer—"No, I believe it is because you stand too close to the ball after you drive."—Exchange.

Reggie—I'm going out in the orchard to pick eggs.

Archie—What are you going to pick them from?

Reggie—Why, a poultry, of course.

All men are born equal. It's what they're born equal to that makes the difference."

"I hear he drinks something awful."  
"Yeah, I tasted it."

#### Son's Nose

"What do you mean by putting your thumb to your nose and wriggling your fingers at those little boys?"

"Don't you worry, ma, they know what I mean."—American Legion Weekly.

Mose—"Was yo' wife speechless with rage?"

Sam—"My wife nebah gits dat mad."

Roger observed his little brother of a few months and then remarked with a satisfied air: "Pretty soon his face will be big enough to slap."

#### Applesauce

"What are them?" asked one Irishman of another.

"Thim is cranberries."

"Are they fit to eat?"

"Are they? Why, whin thim cranberries is stewed they make better applesauce than prunes does."

"I received a letter from a chap who said he'd shoot me if I didn't keep away from his wife, and I'm scared to death."

"Then why don't you keep away from his wife?"

"The fellow didn't sign his name."

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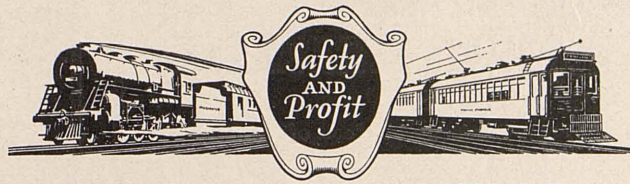
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### RECENTLY THE PACIFIC MUTUAL LIFE INS. CO.

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

Name	Occupation	Amount	Name	Occupation	Amount
Antista, James	Conductor	\$ 24.00	Fuller, Howard N.	Conductor	24.00
Beattie, W. T.	Conductor	20.00	Griffin, William E.	Conductor	60.00
Blackwell, Edw. J.	Mechanic	240.00	Haberman, Christopher	Conductor	60.00
Bollard, Glenn N.	Conductor	24.00	Harmon, Samuel T.	Motor Bus Oprtr.	26.00
Boyd, Bruce B.	Foreman	36.66	Hayes, Putnam W.	Conductor	180.00
Cook, Roland C.	Safety Operator	24.00	Henderson, Harry E.	Conductor	37.33
Coward, Andrew N.	Station Agent	124.00	Henry, Elmer E.	Engineer	40.00
Crouse, Lorenzo	Engineer	23.33	Holyoke, Thos. C.	Motorman	21.33
Denton, Ellery N.	Conductor	20.00	Irwin, Arthur L.	Motor Bus Operator	130.00
Ellington, Ivy G.	Motorman	26.00	Johnson, John S.	Motor Bus Operator	22.00
Ely, E'win E.	Motorman	42.00	Jones, Ray M.	Motorman	20.00
Fee, Allen V.	Motorman	46.00	Judd, Charles W.	Motorman	34.00
French, John T.	Conductor	36.00	Kellogg, Clifford F.	Conductor	24.00
Fretz, Paul W.	Conductor	34.00	Kouts, Benjamin H.	Conductor	28.00
			Kubler, Fred	Motor Bus Mechanic	90.00
			Latham, Malcolm C.	Conductor	32.00
			Love, James	Mechanic	49.00
			Mason, Frederick J.	Clerk	23.33
			Nowa, Alfred R.	Conductor	23.00
			Oulton, Harold	Traffic Officer	360.70
			Pittenger, Lawrence L.	Motorman	48.00
			Sawyer, John P.	Conductor	28.00
			Seale, William H.	Motorman	37.00
			Simons, Calvin J.	Engineer	65.00
			Snodgrass, Clarence O.	Station Agent	100.00
			Stanton, Emmette O.	Conductor	60.00
			Towle, Howard P.	Conductor	54.00
			White, Edward F.	Motorman	54.00
			Wolfe, Ralph L.	Conductor	20.00
			Williams, Joe	Conductor	72.00

## Announcement

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

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

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

*We still have a few watches!*

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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  
 June 30th, 1926

**ASSETS**

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

**\$57,172,838.89**

**LIABILITIES**

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

**\$57,172,838.89**

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

(Signed) G. H. NAEGELE, Cashier

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

**We Pay Interest on Time Deposits**

This Bank is Authorized, and fully Equipped to do,  
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 Cashier

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 Asst. Cashier

C. L. HOGAN  
 Asst. Cashier

E. MADER  
 Asst. Cashier

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 Asst. Cashier

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