



# THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

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No. 5



Portal to Our Great Subway



## Temper

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WHEN I have lost my temper I have lost my reason, too.  
I'm never proud of anything which angrily I do.  
When I have talked in anger and my cheeks were flaming red  
I have always uttered something which I wish I hadn't said.

In anger I have never done a kindly deed or wise,  
But many things for which I felt I should apologize,  
In looking back across my life and all I've lost or made,  
I can't recall a single time when fury ever paid.

So I struggle to be patient, for I've reached a wiser age,  
I do not want to do a thing or speak a word in rage.  
I have learned by sad experience that when my temper flies  
I never do a worthy deed, a decent deed or wise.

*Anonymous.*



# Automatic Substations on P. E. System

Management One of First to See Advantages of and Apply Greatly Improved Power Equipment. Fourteen Now in Service.

By S. H. ANDERSON  
Superintendent Power & Equipment

THE Pacific Electric became interested in the possibility of adapting the automatic substation to its system at a very early stage in their development, and after a thorough investigation and study, planned for an initial installation during the early part of 1918.

Automatic substations have been operated on our system for seven years with entirely satisfactory results, under a wide diversity of operating conditions sufficient to test their utility to the utmost. During this period the use of automatically-operated equipment has become general among the electric railways, thereby substantiating the earlier claims made in favor of this type of switching and control equipment.

This railway operates 1160 miles of standard gauge equivalent single track, serving Los Angeles, Orange, Riverside and San Bernardino Counties, including some 55 incorporated cities, and provides a highly developed and extensive passenger, express, mail and freight service to all parts of the territory served. The equipment includes 920 passenger cars, 2900 freight cars, and 55 electric locomotives.

## Power Source

All of the electrical energy for operating the Pacific Electric system is purchased from the Southern California Edison Company at 15,000 volts, three-phase, 50 cycles, and distributed over the 400 miles of three-phase, 15,000 volt transmission lines of the railway company to the fifty-one substations of the system. In addition there are four portable substations for emergency and relief service.

Fourteen of the 51 stationary substations are automatically operated and, excepting one, are all equipped with synchronous converters, ranging in capacity from 750 to 1500 kilowatts. All of the automatics are single-unit stations, with full automatic control, and do not utilize any remote control features.

The total installed capacity of all of the substations, both manual and automatic, is 68,000 kilowatts. Of this amount 16,750 kilowatts, approximately 25 per cent and carrying 28 to 30 per cent of the total system load, is automatically operated.

All of the automatic equipments excepting one 1500 kilowatt unit, are operated in 600 volt service. The unit excepted is operated on the 1200 volt section of the system.

The extent of the system raises to one of major importance, the problem of providing an uninterrupted supply of electrical energy and avoidance of traffic delays due to that cause. The automatic substation has contributed in no small degree toward reducing this class of interruptions to a minimum in the zones served by them.

All of the automatic stations are operated in parallel with manually-controlled stations, and prove of extreme importance in their respective zones, in assisting to re-establish service when there is an alternating-current power failure. The positive and rapid functioning of the automatic switching and control equipment restores the automatic station to service under normal conditions several minutes ahead of the manual stations.

The first automatic substation was

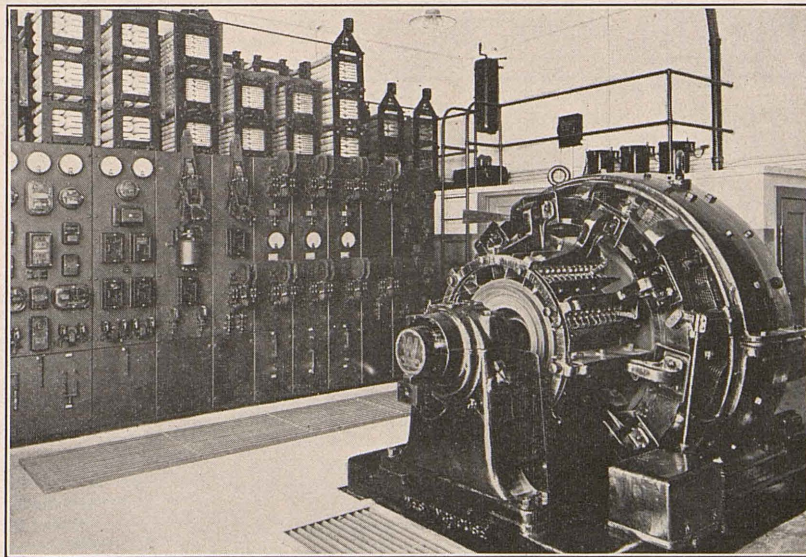
centers, and would require an attendant in any event, to handle the high-tension line switching.

It has also been the policy to observe what has now become the general tendency in railway practice, to install single-unit stations, located at the load centers, thereby materially reducing the otherwise necessary heavy feeder expense, increasing the distribution efficiency, providing a more uniform trolley voltage, reducing the negative track voltage and the resultant electrolysis problem due to stray current.

It has been the plan to locate the substations where they will carry a comparatively steady load, and while the average hourly loads are not excessive, the stations are, in practically all instances, subject to extremely heavy momentary overloads.

The operating experience of the Pacific Electric fully justifies the dependence and confidence placed in automatically-operated equipment, and this can be fully exemplified by analyzing some of the important locations in which the stations have been installed on the system.

The Hollywood substation was installed to take care of the increasing load in the congested Hollywood district. The Maple Avenue substation has been operating since April, 1920, serving the main passenger terminal of the company, from which all Northern and Southern Division trains are operated. The Toluca substation was installed and placed in operation in July, 1925, to serve the new Hollywood Glendale San Fernando Subway unit. The Amoca substation is operated in



Toluca Substation, at the west portal of subway.

what is probably the densest traffic point on the system. It is located at the junction of the Santa Monica Air Line with the four-track Long Beach Line. In addition, it serves the Butte Street transfer tracks where the Pacific Electric interchanges with the steam lines in addition to switching more than 49,000 freight cars per month. In brief, automatic equipment is operated in all classes of service, varying from light interurban to the most severe, as noted in connection with the Amoca Station. All of the automatic installations have been made by the regular electrical construction

placed in operation August 16, 1919, and subsequently thirteen additional automatic substations have been added to the system. Of this total number, eight have been entirely added facilities, and six are stations which were rebuilt and the former manually-operated equipment replaced with modern automatic equipment.

The Pacific Electric has adopted a definite policy of installing automatically operated equipment in all new substations, whether to serve new extensions or added facilities for present lines, excepting in substations which are important power delivery

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crews maintained by the company, and this has resulted in developing a trained force highly skilled in this class of construction.

It has been the endeavor to standardize the type of building and method of installation, as far as is practicable. A standard type of fireproof building has been designed, for natural ventilation of the equipment, which presents an attractive appearance, is reasonable in cost, and while compact, is sufficiently spacious to permit the installation of the equipment without crowding, and render it readily accessible for inspection and repair.

#### Maintenance and Inspection

The maintenance, and particularly the methods and systems of inspection for automatic substations, have received very careful study, as a high standard of service is expected and must be obtained from the equipment. Apparently the complicated system of relays and contactors offer many sources for failure, but actually the reliability of the devices has been developed to the extent that failures are remarkably few.

An inspection schedule has been devised which has proven very effective in maintaining the required routine for properly inspecting and maintaining the stations. The inspection and general maintenance of the fourteen stations is performed by six automatic substation inspectors, which includes one inspector in a supervisory capacity having charge of all inspections, who in turn reports to the Chief Operator of all the substations. The work has

been equally divided so that the various inspections and other duties scheduled can be regularly performed.

#### Inspection Routine

In general, the substations are visited once a day and given a general inspection without shutting down equipment. Twice a week the equipment is shut down, cleaned and any necessary adjustments made. Small car-type air compressors are installed at all substations to furnish compressed air for cleaning.

A card system has been arranged for each station which is a positive guide to the inspector as to his duties. A schedule indicates the card number which in turn specifically describes the duties to be performed on any particu-

lar date. The card index in each substation shows when each piece of equipment is inspected and when any failures have occurred and adjustments made. This service is a very good guide as to the adequacy of the attention given the equipment as well as any weakness in it.

Each substation is equipped with a combination graphic recording direct current voltmeter and ammeter with extra pens that show in the same chart when the alternating-current starting and direct-current line contactors come in.

The automatic substation inspectors are selected from the ranks of the manual substation operators, and are men who are particularly adaptive to this class of work, as well as being thoroughly familiar with substation equipment and the distribution characteristics of the system. While the inspectors are responsible for the general maintenance and condition of the automatic stations, all heavy repairs and overhauling work is performed by the regular substation maintenance crews.

#### She Helped Him

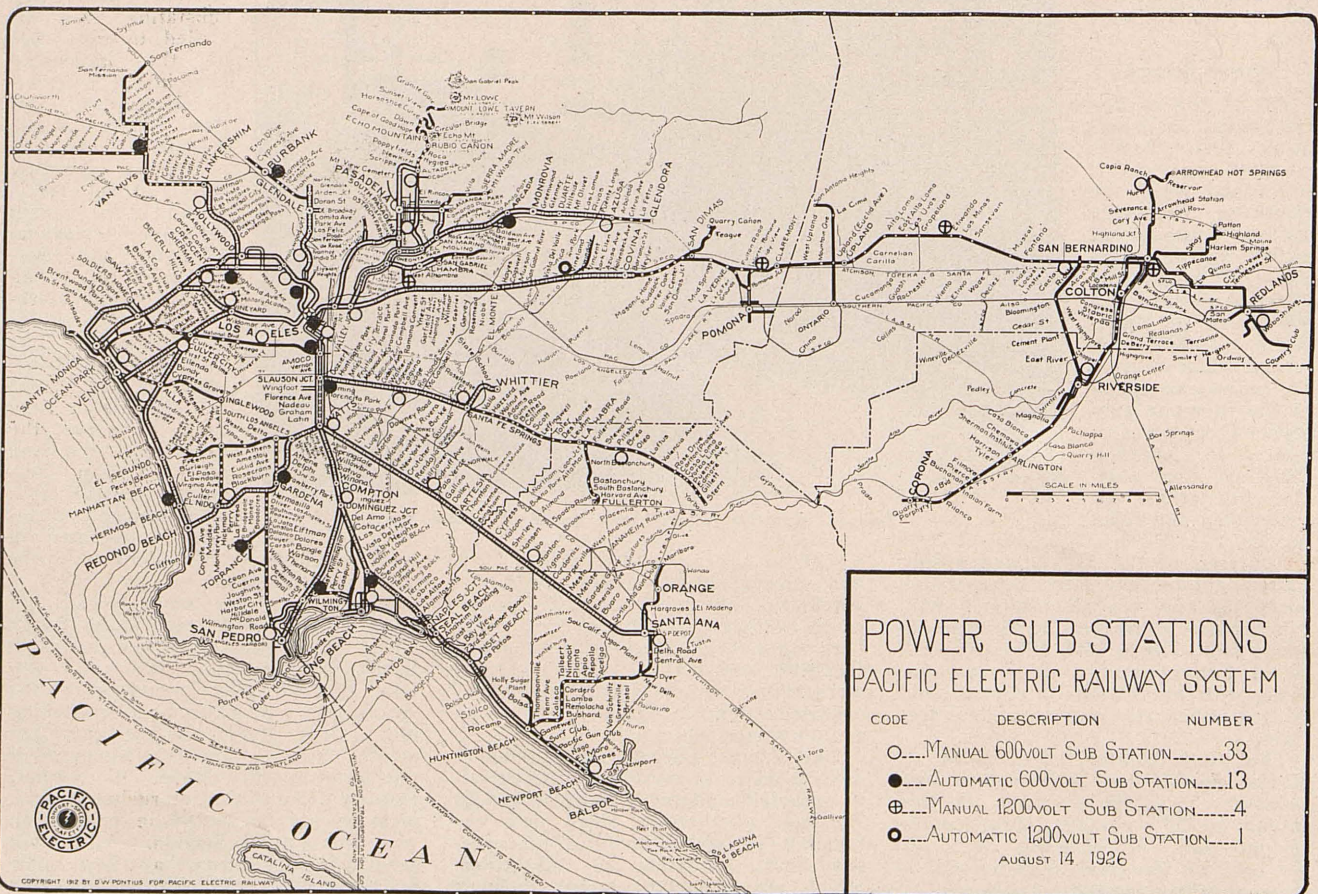
Not so long ago a kind-hearted lady was walking down a street when she noticed a small boy trying to ring a door bell which was about two inches above his reach, so wanting to help him out of his difficulty, she rang the bell for him.

As she did so, to her astonishment, he exclaimed:

"Now run like the devil."

TABLE I—AUTOMATIC SUBSTATION OPERATING DATA  
For six months ending June 30, 1926.

Substation	Installed Capacity K.W.	Type	Ave. Hrs. in Daily Service	Ave. Hr. Load K.W.-hrs.	Max. Hr. Load K.W.-hrs.
7-Arcadia .....	1000	Conv.	23	280	500
16-Strawb'y Pk..	1000	Conv.	22.6	430	600
21-Vineland .....	1500	Conv.	22	470	750
29-Burbank .....	1000	Conv.	22.7	220	330
31-Van Nuys .....	750	Conv.	23.5	180	250
32-Torrance .....	1000	Conv.	12	195	500
33-Slauson .....	1000	Conv.	20.1	610	1000
42-Hermosa .....	1000	Conv.	22.4	240	500
44-Wilmington .....	1000	M.G.	21.6	520	1000
45-Maple .....	1500	Conv.	15.6	910	1400
46-Hollywood .....	1500	Conv.	21.4	710	1200
49-N. L. Beach.	1500	Conv.	22.1	380	500
50-Amoca .....	1500	Conv.	21.8	745	1200
51-Toluca .....	1500	Conv.	22.3	715	1200
Total—14 .....	16750				





## FINISH STORE INVENTORY OF UNAPPLIED MATERIAL

With the close of work on September 30th a large number of Store, Accounting and Engineering department employees went home with the thought of "another year ended."

The September year end in this case refers to the completion of the annual inventory, under the direction of the Accounting Department, of all unapplied material throughout the entire system. That the job is a pretentious one is seen from the fact that approximately 100,000 different items are accounted for having a total value of approximately \$2,000,000.

After stock on hand is taken, it is then priced and tabulated, and totals compared with book records. If the quantity and value, as determined by the inventory versus material and supply records, agree, all is well; if not, comes action to determine "how come."

While still a tremendous undertaking, the improvement of storekeeping methods in recent years has done much to simplify and reduce the work involved very considerably. The comments of C. Thorburn, Purchasing Agent, in this connection are interesting:

"Taking a railway inventory of any kind is a big and important task. It requires preparation in advance and well planned action from the day it is started until completed.

"Our inventory is a co-related individual inventory. The material user, caretaker and accountant are all involved and as each has performed his duty during the year the balance is correct or faulty.

"Not so many years ago it was customary to suspend a great deal of work in other departments during the actual taking of the inventory and a large additional force was used. Even with this extra assistance considerable overtime was necessary and invariably the job was not completed until a day or so after the due date.

"But with improvement in storekeeping and better preparation, the inventory job now moves along as part of the day's work and is completed on time with but very little interruption in work of other departments and a minimum amount of extra help and overtime."

### STREET CARS BRING PATRONS

That the elimination of parking privileges in the cities will not prove disastrous to business, as many merchants think it would, is convincingly demonstrated in the following statistics covering three large cities.

**New York**—A count at several big Fifth Avenue stores showed only 414 persons out of 12,473 using private automobiles or taxi cabs. That's just 3%.

**Chicago**—Out of 15,229 persons interviewed at four large department stores only 1,680 came by automobile—11%.

**Los Angeles**—A count of shoppers indicated 2,058 coming by automobile out of 20,117 customers—10%. . . .

Sooner or later, all parking in downtown streets will be banned according to well known authorities.

# Need of Maintaining Schedules

## Dispatcher Explains Necessity and How Trainmen Can Aid in Reducing Delays to Minimum

By C. B. SMITH  
Acting Chief Dispatcher

**T**HE importance of avoiding delays, and when emergencies arise, to reduce them to a minimum, can scarcely be over-stated. Annoyance caused through delays to patrons has a direct bearing on the Company's revenues, as frequently regular patrons are lost either to competitive carriers or by their adopting the family car as their means of transportation. The possession of automobiles has made the American public more exacting in its demands on transportation companies. Hence, more than ever before there is a need for prompt arrival at terminals.

The maintaining of schedules is a task that falls both to Motormen and Conductors. Neither can singly do it; both must work together. A thorough knowledge of the schedule by all members of a train crew is essential to the schedule being maintained. When the emergency arises promptness in notifying the Dispatcher of the confronting difficulty will expedite the correcting of the condition existing.

In recent months there have been several instances of excellent work on the part of train crews wherein delays have been reduced to a minimum through the foresight exercised by Trainmen involved. The following instances, picked at random, show just what can be accomplished through promptness in sensing the proper action to be taken:

A short time ago, during the heavy morning travel, the trolley wire fell behind an out-bound main line train at 25th Street. Conductor F. E. Wells and Motorman W. M. Siratt on in-bound Hawthorne car, seeing what had happened, stopped the first out-bound they met and had it back track to 9th and Hooper, where all out-bound main line trains were diverted to the local track until trolley break was repaired. There was no delay other than operating over local track to Slauson Junction.

Another instance was a sewer excavation that caved in under the middle car of a ten-car out-bound rock train at Long Beach Avenue on the Redondo line during the evening peak travel, leaving seven cars on one side and three cars and motor on the other. A Brakeman was sent to Watts Tower to flag and Freight Conductor E. G. Burnett cut off the motor and running to the South Park cross-over, called the Dispatcher and single tracked the passenger trains until the track was repaired. As a result there was little or no delay.

At another time, Motor 1627 was derailed by a defective switch point at the end of double track on the west side of Lexington Wash, near El Monte. Out-bound San Bernardino

Train No. 31 was stopped back of the derailment and the Conductor F. P. Ream walked to El Monte and calling the Dispatcher told him just what the trouble was and what was needed. The Dispatcher sent another motor from the State Street Yard to re-rail the 1627, but by the time it arrived the motor had been re-railed by the crew. However, it was in bad order and the new motor was coupled into the train and the main line cleared with only a thirty-minute delay to train No. 31. It is instances like these mentioned that help to promote good service.

The first point to be considered is safe operation and next, improving the service and maintaining the schedule. A schedule is that part of a timetable which prescribed the class, direction, number and movement of a regular train, but of course a train crew operating on a schedule is subject to the rules and special instructions in effect on that particular line. Some Conductors, especially on double track, are not paying sufficient attention to the schedule or causes of interruption to service, leaving it entirely up to the Motorman and in many instances, are unable to give any explanation for the delays.

Dispatchers are required to make a record of all delays of five minutes or more, stating the cause. The object of this report is to show the extent and causes of delays so that they may be corrected as much as possible. To accomplish this purpose, the information given by the Trainmen to the dispatcher must be authentic and given in detail. A copy of a Dispatcher's delay report is sent to all Department Heads to be checked for any trouble concerning that department. This is done so that causes of delays may be reduced to a minimum.

Not only is it important for Trainmen to report delays and their causes, but also others whose duties require them to ride over the different lines should do likewise. All should observe conditions in general and report irregularities so that they may be corrected before any serious consequences result. When it is seen that a serious delay cannot be avoided, the Dispatcher should be notified at once so that following trains may be diverted and someone in authority sent to adjust trouble as quickly as possible.

### Bright Sayings of Papa

There was once a little girl who went on a long trip with her father, and when she came home she said to her mother: "Mama, am I really Papa's little niece? I was just wondering, cause he told a pretty lady that I was."



## 'The House That Jack Built'

**T**HIS is the house that Jack built.

This is the banker who furnished the dough to construct the house that Jack built.

This is the man who signed the note to give to the banker who furnished the dough to construct the house that Jack built.

This is the man who sold the plot so Jack could have for his house, a lot; he backed the man who signed the note to the banker who furnished the dough to construct the house that Jack built.

This is the agent—a salesman hot—who furnished insurance for house and lot, to protect the man who sold the plot, who backed the fellow who signed the note to give to the banker, who furnished the dough to construct the house that Jack built.

This is the policy tried and true, sold by the agent—a salesman hot—who furnished insurance for house and lot to protect the man who sold the plot who backed the fellow who signed the note to give to the banker who furnished the dough to construct the house that Jack built.

This is the mortgage, black and blue, along with the policy, tried and true, put up to secure the salesman hot who furnished insurance for house and lot, to protect the man who sold the plot, who backed

the fellow who signed the note to give to the banker who furnished the dough to construct the house that Jack built.

This, an asylum painted red, was built for a guy who was off in his head; who owed for the mortgage, black and blue, as well as the policy, tried and true, put up to secure the salesman hot who furnished insurance for house and lot to protect the man who sold the plot, who backed the fellow who signed the note to give to the banker who furnished the dough to construct the house that Jack built; yea, to construct it so by and by it could be turned over to some other guy, who would borrow the money and hock his coat to get some poor sucker to sign his note, rush up to the agent—a salesman hot—to get more insurance on house and lot, to take out a policy tried and true and follow with mortgages, black and blue; and who, before long, with a pain in his head, would wend his way to the asylum red, and say: "Move over, Jack, an' gimme room; I tried to get rich in the real estate boom, so I bought a house and borrowed the dough an' now there ain't nobody I don't owe; the banker and the salesman hot have taken over my house and lot, an' unless I miss my guess by a mile, they'll be here, too, in a darned short while."—Holbert Seigle in Saturday Evening Post.

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## CALIFORNIA'S WALNUT CROP

Showing that 98 per cent of the English walnuts grown in this country are produced in California, and of this total 92 per cent in Southern California, the Statement of Congressman Phillip D. Swing of El Centro before the House Interstate and Foreign Committee throws some interesting facts on this rapidly growing California industry.

The walnut industry was introduced into California in Santa Barbara County back in 1867, according to Mr. Swing, when Joseph Sexton planted part of a sack of seed walnuts which are believed to have been received in San Francisco from Chile and soon after brought south. The first planting produced the hard-shell and paper-shell types of trees. From the second generation trees of the first planting was developed the famous Santa Barbara soft-shell, which was found to be superior to either of the original types. Thus was the beginning of what is today one of the leading industries of the State. In 1925 it occupied eleventh place in the list of the State's most valuable crops.

The walnut industry is the fastest growing industry in the United States with approximately \$125,000,000 invest-

ed in this State in that enterprise, there being about 6,000 individual walnut groves in the United States.

California has practically a monopoly of the domestic walnut production, there being approximately 98 per cent of all English walnuts grown in this State. In 1925 California's 28,874 tons of walnuts had a market value of about \$13,000,000. This represented a considerable increase over the preceding year in both tonnage produced and the total value.

The 1925 crop was produced on 69,629 bearing acres. The California State Department of Agriculture estimates that the 1926 crop will bring into use about 72,593 acres. The total bearing and non-bearing acreage is around 115,000, the majority of which is in Southern California, although every part of the State grows walnuts to some extent.

Although commonly known as the English walnut, the species originated in Persia. The trees are long-lived, some of the most prolific California groves being from thirty-five to forty years old with no deterioration in evidence. In the opinion of agricultural experts, there is every reason to expect that carefully-tended groves planted under proper conditions of soil, climate and moisture, may continue to

## UTILITY OF STREET CAR IS PROVEN IN CLEVELAND

Some interesting facts, showing anew the importance of street cars in providing transportation for the people in the cities, were established in a recent test in Cleveland. The test showed 64 per cent of the people downtown on shopping errands depended on the street cars, 10 per cent used passenger buses and 21 per cent used private autos.

The test was made in a combined effort of the street car company and the retail merchants of the city. Each merchant displayed blank ballots and all store visitors were asked to indicate the means used to travel downtown. Over 93,000 ballots were cast and the showing of 64 per cent for the street car came as a surprise to many people.

The abundance of automobiles downtown, particularly in the shopping district, may have caused many people to look at them and estimate their transportation importance far above the real facts. These people have not given as much attention to the street cars, running all day and half the night, carrying travelers. They have not studied the cars as they bring the shoppers downtown daily and supply them with transportation back home.

Such facts as those disclosed in the Cleveland test are of importance when street car service is sought. With all other means of transportation developed as they have been in Cleveland, nearly two-thirds of the people there, still depend on the street cars. That means the cars still hold first place by a large lead and that the best interests of the city require that street car service be supplied, the best and most generous service possible, that residents of the city may be able to come and go as their business interests require. No matter what may be the model for public transportation in the future, the showing in Cleveland established the fact that in a great, representative and wealthy city two-thirds of the people depend on the street cars. That form of transportation is still of first importance. Its betterment is one of the big needs in growing cities.—Ohio State Journal.

## The Hero

As a tall man entered the theatre the whole audience rose and applauded.

"A popular hero?" asked a stranger of his neighbor.

"Yes," was the reply. "He distinguished himself when the circus was here."

"In what way?"

"A lion escaped, and when everybody was yelling and trying to get away, he walked quietly to the lion's cage and shut himself inside."—Tit Bits, London.

bear until they are a century old. In Europe and Asia there are instances of walnut trees fully two hundred years old and still bearing. Trees planted sixty feet apart seem to have the best prospect of a long and profitable life.



## BIG TIME GIVEN TRAVELING PASSENGER AGENTS

Some four hundred and fifty Traveling Passenger Agents, representatives of practically every railway in the United States, came, saw and were convinced. Reference is made to the five day visit to Southern California in connection with the annual convention of the T. P. A.'s, during which time practically every scenic trip and beauty spot of this district were visited. Many courtesies in the way of special service, banquets and theatricals were extended to them and the impression made cannot fail to be a lasting one.

The large party arrived in Los Angeles on Monday, Sept. 20th, the day being given over to a reception and convention meeting. Tuesday morning the party was taken on a motor tour through the Wilshire District, Hollywood, Beverly Hills, visiting the Warner Brothers' Studio. Luncheon was served at Palisades Park, Santa Monica. Evening called for a formal dinner dance at Hotel Alexandria, on which occasion Mr. Pontius introduced Miss Anita Stewart and Charles Ray, movie stars.

Wednesday, September 22nd, the entire party was entertained at Catalina with luncheon at St. Catherine Hotel and various sight-seeing trips on the Island. In the evening a barbecue fiesta, which is an act of the Mission Play, was provided at Alhambra under the Old Grape Vine, the principal speakers being F. D. Hammer, President of the Association; John Stephen McGroarty; Mr. Robertson, Assistant Passenger Traffic Manager of the Union Pacific, and Mr. Pontius.

Thursday, September 23rd, special cars left Los Angeles for Mt. Lowe at 10 a. m. A stop-over was made at Pasadena, where a tour of the city was enjoyed and luncheon served at the Hotel Maryland. The party again boarded the cars and were taken to Mt. Lowe, a journey all seemed to thoroughly enjoy. A steak dinner was served and the evenings' entertainment provided, which included a radio report of the progress of the Dempsey-Tunney fight.

Friday, September 24th, after a week of intense activity, the entire party left Los Angeles for Redlands, Riverside and San Diego.

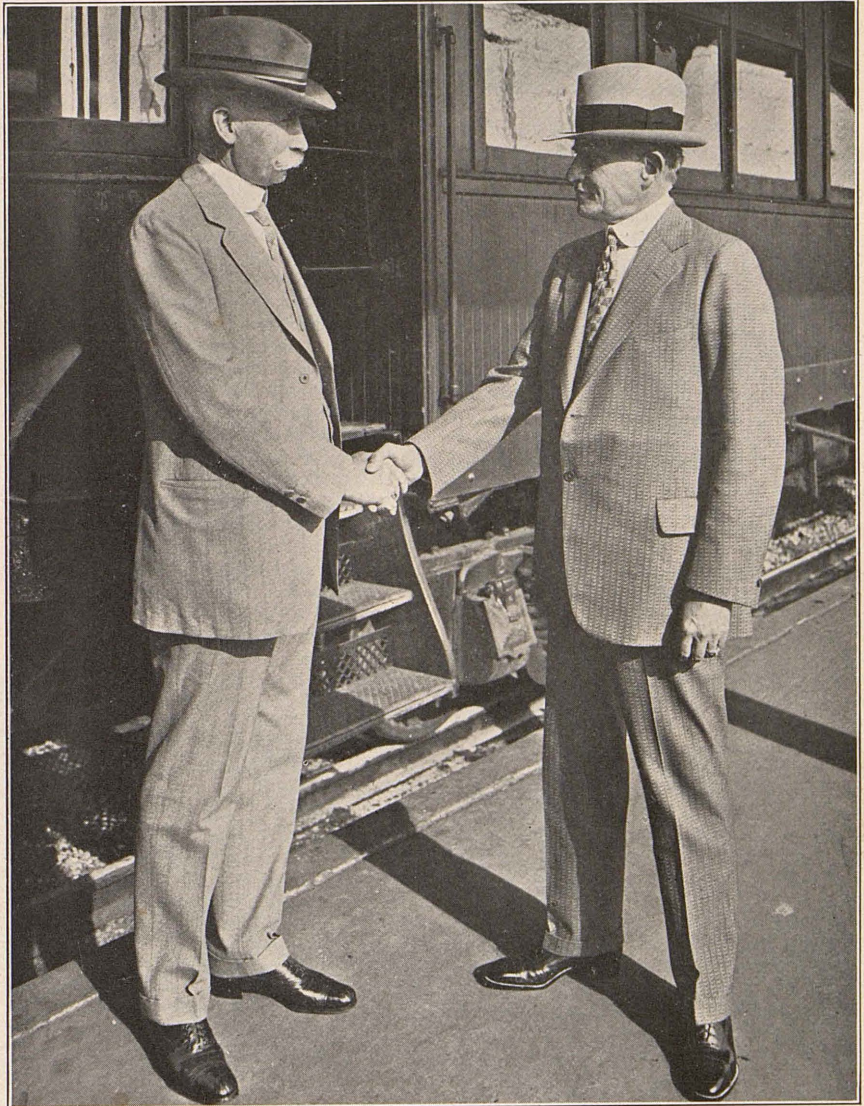
## ONE DEATH DURING MONTH

But one death, that of our good friend Clifford A. Elliott, marked the "grim reaper's" roll call for the month of September. Mr. Elliott's passing was recorded in the last issue of the Magazine.

A member of the Mortuary Fund, the combined group insurance and Mortuary payment aggregated \$4400.

Two additional disability claims were allowed during the month, making a total of 16 employees now receiving monthly benefits pending recovery of their health. The total monthly disbursement in this behalf aggregates \$1102.60.

## Greetings to Champion Commuter!



"We thank you, Mr. Lee." Vice President & General Manager Pontius meets and greets Mr. Clarence H. Lee, who has commuted the equivalent of approximately 11 times around the globe on Pacific Electric lines

*Upon patronage of our service depends the existence of our Company and while we are duly appreciative of all patronage, the thought occurred that there are a large number of constant, consistent patrons who, by reason of their consistency over long periods, are especially due a tribute of appreciation.*

*The following constitutes No. 1 of a series we hope to run.*

**T**O DATE, so far as our investigation reveals, the honor of traveling the greatest distance over Pacific Electric lines as a passenger falls to Mr. Clarence H. Lee, Secretary of the Fidelity Savings & Loan Assn., 6th and Hill Streets. A long-time resident of Claremont and vicinity, Mr. Lee states that he has commuted from that district to Los Angeles on our trains ever since the

line from Pomona was built in 1912, or for practically 14 years.

On the basis of 65 miles daily, 300 days per year, Mr. Lee has traveled in the 14 years of his commuting a total distance of 273,000 miles. This distance is equivalent to 11 times around the world.

"While admittedly a considerable distance to commute daily," said Mr. Lee, "the dependability of the service, assurance of a seat, and freedom from the congestion of local service has compensated for the comparatively little extra time required to reach Claremont as compared with outlying districts on local cars."

And coming from so frequent a traveler on our lines as Mr. Lee the following words from him were particularly gratifying: "In all the years of my commuting I could count on the fingers of one hand the instances of



discourtesy on the part of Trainmen that have come to my attention."

The recent readjustment of train schedules whereby through early morning service is operated from Ontario, Claremont and LaVerne, is a most welcome improvement and will prove very popular, especially during the winter months, by eliminating need of changing cars at Pomona Junction, Mr. Lee stated.

For subsequent issues we will be glad to have information regarding other long-termed patrons of our service.

### STREET CAR SUPREME IN TWO TRAFFIC CHECK SURVEYS

Two traffic surveys recently made in Cleveland and Boston to determine the percentage of persons using different modes of transportation showed that the street car is by far the predominating carrier.

In Cleveland, a test made in a cooperative effort between the street car company and the merchants, it was shown that three out of four were using public transportation service. They either rode the electric railway company's cars or buses. Only about one person out of five went downtown in a private automobile.

In Boston, a recent count showed electric cars were outcarrying automobiles by large numbers. The Boston Chamber of Commerce conducted the test.

A count taken at Governor Square, in the Back Bay section, showed that between 8 A. M. and 12 P. M. 57,750 motor vehicles carried 97,175 persons, or an average of 1.7 passengers including the driver to a car.

At the same time, according to the figures of the Boston Elevated Railway, some 3,100 street cars passed through this square, carrying 90,000 passengers, or an average of 30 per car.

The folks who have been weeping for years about the passing of the electric railway may dry their tears.

### EMPLOYEES IN HOSPITAL

Below is a list of our fellows, who through injury or sickness, are confined to the Pacific Hospital, 1318 So. Grand Avenue, as the Magazine goes to press:

Wayne Castle, Car Repairer; Edward Blackwell, Switchman; W. Newby, Laborer; Robert Arnold, Motorman; Victor Hernandez, Laborer; N. Rosea, Laborer; Pat Fant, Flagman; L. Prince, Brakeman; C. H. Bowman, Conductor and W. C. Adams, L. A. Motor Bus Co.

Let's not assume that George or Bill has more time to visit our sick friends than we do; they're probably thinking the same of us. Visiting and cheering our stricken friends is a duty, one that pays well in terms of satisfaction.

"Johnny, do you know the name of the largest town in Alaska?"

"Nome."

"Right. That is the first correct answer you have given this week."

## What Have You to Sell, Rent or Exchange?

**C**OMMENCING with the next issue of the Magazine, a limited volume of space will be available to employees (only) for classified advertising to those desiring to sell, rent or exchange a possession. This innovation, somewhat of a departure from the practice of railway magazines, is thought will prove a helpful medium for the marketing of such real or personal property as employees may care to dispose of, lease or exchange.

Oftentimes we dispose of possessions at bargain prices that might well have been sold or traded to one of our fellow workers. Particularly in the renting of homes should the plan be both effective and helpful. Pacific Electric folk, by reason of their steady employment and general desirability, are preferential tenants.

A reasonable charge of 20 cents per line or part thereof is to be made for the service thus rendered, all funds so derived to be donated to P. E. Club's Emergency Relief Fund, as is all the revenue now collected from advertising appearing in the Magazine. The right is reserved to refuse any advertisement offered or to edit advertisements submitted. To those desiring assistance in the preparation, the Editor will be glad to give suggestions, aiming to minimize length as much as possible. Three lines or less should suffice to convey the desired message in the average classified ad.

Copy must be received at the Bureau of News, 664 P. E. Bldg., not later than the 30th of each month.

### LATEST POPULATION DATA

On the same basis by which State Controller Riley gives Los Angeles the largest population in the State with 1,260,315, he has computed figures for other California cities as follows:

Alameda .....	32,539
Alhambra .....	22,229
Berkeley .....	74,764
Bakersfield .....	27,246
Glendale .....	75,296
Long Beach .....	123,758
Oakland .....	280,663
Pasadena .....	80,643
Riverside .....	98,869
Sacramento .....	98,869
San Bernardino .....	32,198
San Diego .....	97,821
San Francisco .....	622,603
San Jose .....	44,974
Santa Ana .....	29,003
Santa Barbara .....	34,461
Santa Monica .....	40,797
Stockton .....	46,562

## BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent, San Pedro

The New Army & Navy Y.M.C.A. was dedicated September 2nd, Secretary of the Navy Wilbur delivering an inspiring address. There were some 2,500 Marines, Soldiers and Sailors in the parade, also four Navy Bands.

This building is certainly a credit to San Pedro and should be the means of cementing a perfect friendship between the citizens of San Pedro and the men of the Army and Navy.

The building has five stories and 397 rooms. Is equipped with Cafeteria and Banquet room, Billiard room, Plunge and Hand Ball courts, in fact, everything to lend to the service and pleasure of the people who patronize it.

The Los Angeles Steamship Company is reconditioning the President Arthur, which ship has been recently purchased by that Company. Repairs, which are to total approximately two million dollars, are being done by the Los Angeles Shipbuilding Drydock Company.

When this ship is reconditioned and put into service, we will have a steamship line with three ships running directly between this Port and Honolulu and it is anticipated that considerable more passenger and freight tonnage will be originated between California and the Hawaiian Islands.

Cotton movement so far this season has been very good, approximately 100 cars having been received by the Union Terminal Warehouse for storage and compressing. This Company anticipates the heaviest year on cotton movement since they have had control of the City compressors.

At the present time considerable foreign newsprint paper is coming into the Port at San Pedro, being handled mostly by the Johnson Line and the East Asiatic Steamship Companies. There will be 1,500 tons on the Str. Aanan due September 30th and about the same tonnage on the Steamer Balboa due October 4th. This paper is practically all for Los Angeles newspapers.

General shipping, both import and export, for the month of September up to the present time has been very good and should exceed both Imports and Exports for 1925—(September)—by about 10%. The movement of Lumber has been very heavy for the first 25 days of September and if movement continues along same lines for balance of month, will be considerably heavier than the same month of last year.

Swayne & Hoyt S. S. Company are now doing business at the City's new Berth 228—East San Pedro. This makes considerable difference in freight tonnage at San Pedro, but we are getting a fair share of the business from the East Side.

Customer (at counter in Chinese restaurant)—"Lem'me have a piece of that raisin pie."

Waiter (chasing a flock of flies from the pie with a careless wave of his duster)—"He no raisin pie, he's custard."



# Laguna Beach, A Paradise of the Pacific

Nestled on Tree Laden, Rocky Coast, Laguna is Most Scenic of Pacific's Coastline. Mecca of Famed Artists.

By N. ELLIOTT WEST,  
Laguna Beach Planning Commission.

PROVIDENCE has not bestowed all of her riches of scenery, climate or resources upon one people alone or upon any one spot of the earth's surface. These have been scattered hither and yon for the delight of all people of all times. But, just as some races or individuals have been blessed with an unusual combination of advantages, so have some spots of the earth been favored by nature to an unusual degree. Such is Laguna Beach, a rich composite of Nature's most generous gifts.

Located fifty miles to the southeast of Los Angeles, Laguna Beach may be reached via the Pacific Electric Railway to Newport Beach, and from there to Laguna Beach via the Pacific Coast Motor Coach Co. along the Coast Highway, which is now opened for traffic for the first time between Newport Beach and Laguna Beach. Approaching along the coast line from the north, one's very first impression of Laguna Beach is that of a delightful sequestered village of rare and varied charms.

## In Nature's Setting

The town itself lies nestled along a rich, fertile slope, broken here and there by small canyons and arroyos, which are covered with sumac, manzanita, mahogany, wild holly and, in the rainy season, a large variety of wild flowers. From the upper rim of shrubbery-decked hills that skirt the shoreline, down the coast to the serrated rock-bound shores of the Pacific Ocean, are many varied scenes, each with a beauty of its own.

But, why has this rare gem of the Pacific been, until recently, so little known and enjoyed? The answer lies in the fact that Laguna Beach was inaccessible until a few years ago, except by a dirt road. As soon as a concrete boulevard connected Laguna Beach with the outside world, its fame for beauty be-

gan to spread until now the final link in the Coast Highway connects it directly with the Pacific Electric Railway at Newport Beach. With the coast line towns to the north and south, this village is conceded by those most capable of recognizing beauty, the artists in particular, as being the most enchanting spot on the Pacific Coast. Other beaches may vie with Laguna in scenic attraction, but none other has the incomparable combination of both mountain scenery and coast line beauty, coupled with a balmy, bracing climate, made up of the two most enjoyable seasons of the year, autumn and spring.

Long before the days of automobiles, even some forty or fifty years ago, there were a few intrepid souls who regularly braved the hardships of long tedious journeys with teams to exult in the pleasures to be enjoyed

here. About twenty-five years ago, the artists themselves discovered Laguna Beach from which time its fame was assured as they began to spread its beauty upon canvas, since which the art-loving world far and near have had an opportunity to see Laguna Beach through the eyes of many artists of wide renown.

Alas, Laguna Beach is being reborn, but, although we are being thrown on the main artery of traffic from the north to the south, the town being electrically lighted and having excellent and abundant water supply, sewers installed and in many ways becoming modernized, still the broken topography of the vicinity is a permanent guarantee that Laguna Beach may always retain its most valuable attraction—that of affording homes for those who wish seclusion and isolation. This thought is deep seated in the minds of the best citizens of Laguna Beach, who are determined that its beauty shall never be capitalized by those who would make it a place of cheap and tawdry amusement.

## Beauty to Remain

It is the ambition of those in whose hands Laguna Beach is largely placed to help preserve its natural attractiveness and rugged beauty. There are interests enough here for those who will enjoy them. For the appeal of our community is more to those who delight in the natural outdoor sports and pleasures rather than to those who seek artificial amusement.

There is most excellent deep sea and shore fishing the year round. There is also much sport to be had in fishing for lobsters, abalones and gathering mussels, as well as grunion chasing. Boating along the shore may be engaged in with unusual pleasure as there is abundant variety of mosses, kelps and seaweed, forming beautiful marine gar-



Sunset at Laguna Beach



dens, a rare attraction at low tide.

Much sport and pleasure may be derived from gathering of sea shells, a large variety of which are found along the various coves and beaches, such as cowries, sea anemones, star fish, abalones, rice shells and coffee shells.

For the more vigorous outdoor sport there is year around swimming, tennis, horseback riding and mountain climbing over various interesting trails.

The winter population at Laguna Beach, which is about 3000, has doubled every 12 months during the last three years. This rapid increase of population has been adequately taken care of by enlarged and increased school facilities by the different clubs, such as the Laguna Beach Art Association, Community Club, Women's Club, the Parent-Teachers' Association, Chamber of Commerce, various church organizations and the recently formed Business Men's Association.

Finally, those who may be in search of a place to go for a day's trip, a week-end journey, a vacation, winter or summer, or those who are in search of an ideal place to building a permanent home, will find it difficult indeed to equal, and certainly not possible to surpass the natural advantages offered by Laguna Beach, the Paradise of the Pacific.

#### Improvements at Santa Monica

Work of relocating Pacific Electric tracks of the Inglewood Line in the City of Santa Monica was begun September 18th to permit the widening of Main Street by the City to a width of 80 ft. between Hollister Avenue and Navy Street. Work of dismantling the business buildings by the City on the west side of Main Street is about 70 per cent completed. Structures will be replaced from time to time by more modern and up-to-date buildings, which will both increase the value of property and improve the district considerably.

### Joint Arrangement Makes Thru Service to Laguna Beach Possible

**W**ITH the consumation of through ticketing arrangements with the Pacific Coast Motor Coach Company from certain Pacific Electric stations and correlated schedules, Laguna Beach becomes another of the galaxy of seaside resorts reached via our lines.

Commencing September 4th, the forenamed company began the operation of a fleet of busses between 26th Street in Newport Beach and Arch Beach, just south of Laguna Beach. Five round trips are operated daily leaving Newport Beach at 9:15 and 11:15 a. m., 1:15, 5:25 and 6:45 p. m. From Arch Beach busses are operated at 7:55, 9:55, 11:55 a. m., 4:50 and 6:15 p. m.

The cities from which through tickets are sold are: Los Angeles, Glendale, Alhambra, Pasadena, Watts, Compton, Long Beach and Huntington Beach.

Making close schedule connection with Pacific Electric trains busses of the Pacific Coast Motor Coach Company operate over the newly completed Coast Highway touching enroute Corona Del Mar, Green Bay, Laguna Cliffs, Laguna Beach and Arch Beach. The section traversed is one of the most scenic of Southern California's coastline and early indications point to heavy travel over the route.

"How would you like to have a hop in my airplane?"

"No, sah. Ah stays on terrah firmah; an' de more firmah, de less terrah."

### PASSENGER TRAVEL ON STEAM LINES SHOW GOOD INCREASE

After five years of almost constant decrease in railway passenger business and earnings, figures last month made public by the Interstate Commerce Commission show that for the first six months of this year the gross earnings increased over the same period of 1925.

Passenger revenues of Class I railroads for the six months ended with June aggregated \$504,254,107 as compared with \$498,526,266 for the corresponding period of 1925. While the increase was only \$5,727,841, it is regarded as indicative of a general trend, because in recent months there has been a gradual increase in passenger revenues.

The peak of railway passenger traffic was reached in 1920, but until the end of 1925 every year except 1923 showed a decline under the preceding year. In 1925 passenger business was 23 per cent under that of 1920.

The decrease was attributed mainly to the increased use of private passenger automobiles and the competition of bus transportation. The change in the trend began to be noticed toward the end of 1925.

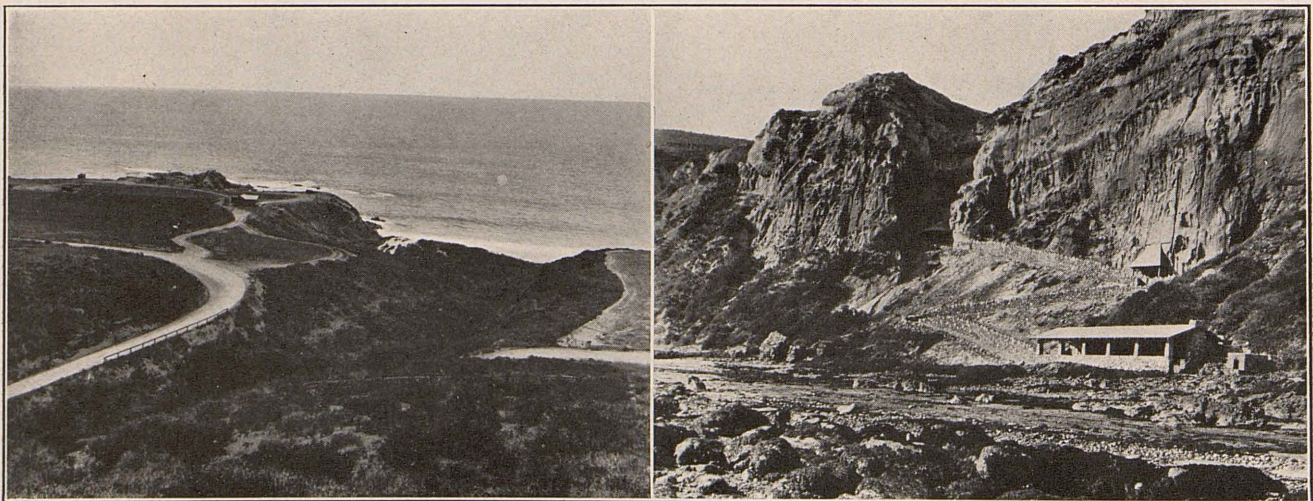
### ELECTRIC RAILWAY FACTS

With one exception, all cities of the United States having a population of 25,000 persons or more have electric street railways. This represents an investment of nearly \$6,000,000,000 and constitutes 2 per cent of the nation's wealth. During 1925 they provided transportation for more than 16,000,000,000 persons, which is equal to 140 rides for every inhabitant of the United States.

#### A Little Ambiguous

Policeman: "This man is a lawyer by day and a burglar by night, yer Honor."

Police Judge: "Which was he arrested for?"—Judge.



Highway scene (left) near Goff Island, and Scenic Inn, Dana Point; both on lines of Pacific Coast Motor Coach Company, with whom joint arrangement is effective for passengers destined to Laguna Beach



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The September meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, September 2, at 2:00 P. M. The following were absent: O. D. Harris, J. C. Campbell, F. L. McCulley, H. Gray, R. A. Williams, D. G. Gerlack, H. L. Legrand, P. H. Mann, Harold Kuck, B. F. Manley, and Wm. Moesby.

### Club Fund

Balance 8-1-26 .....\$ 582.45  
Receipts ..... 1,097.00

Total .....\$1,679.45  
Disbursements ..... 1,042.25

Balance, 8-31-26 .....\$ 637.20

### Relief Fund

Balance, 8-1-26 .....\$ 102.98  
Receipts ..... 538.50

Total .....\$ 641.48  
Disbursements ..... 385.00

Balance, 8-31-26 .....\$ 256.48

### Unfinished Business

The first business of the newly elected Executive Committee of the Club was to elect the President, Manager, and Secretary for the Club year of 1926-1927. S. A. Bishop, a former President, was present and in a very interesting talk nominated L. A. Lovell, Auditor, for the position of President of the Pacific Electric Club for the coming year. The nominations were at once closed and Mr. Lovell was unanimously elected to the place. Mr. Lovell accepted the position with a few appropriate remarks.

At the suggestion of Mr. Thorburn, Mr. Bishop again took the floor and after stating the passed successes of Mr. Vickrey, nominated him to fill the position as Manager for the coming Club year. In response to a demand for a "speech" Mr. Vickrey thanked the Executive Committee for the honor conferred upon him and spoke interestingly concerning the responsibility of his own work and that of the Executive Committee.

W. A. McCammond, who has so ably filled the position of Secretary for the past six years, was again unanimously elected to fill that post for the coming Club Year.

At once the appointment of the Governing Board was taken up and after carefully explaining the work in hand, the Executive Committee went into a five minute recess to discuss among themselves who were most suitable to fill this position. At the close of the recess the names of nine members from the Executive Committee were nominated out of which seven were elected. Those whom the Committee chose to serve in this capacity are as follows: B. F. Manley, H. B. Ravey, C. C. Tibbetts, K. Thompson, W. W. Robbins, H. Ross, and L. H.

Covell. The above mentioned members will be assisted by Messieurs L. A. Lovell, T. J. Day, F. E. Geibel, and C. Thorburn, who were appointed by Mr. Pontius.

Mr. Thorburn briefly outlined the duties of the Committeemen in the position which they now occupy.

### New Business

Mr. Lovell read certain corrections which the Committee on Mortuary Fund Rules and Regulations wish to make before the forms are sent to press. These were taken into consideration by the Executive Committee and accepted.

LeRoy Spafford, President of the Rod and Gun Club, was present and gave a short talk on the trip which the Rod & Gun Club made to the P. E. Camp on September 18.

The P. E. Bowling Team which has been in the Electric League during the past year with L. H. Covell as Captain and Manager, has made such an excellent record that it is planned to organize teams among the P. E. employees. It is desired that the news be spread among all employees who are interested in bowling in order that twelve teams may be formed. Plans are being made whereby each man taking part in these contests will have an equal chance to prove his ability. Valuable prizes will be given away to the winning teams. At a later date a bulletin will be issued which will give additional information.

## P. E. CLUB BULLETIN

From October 15, to Nov. 15, 1926.

### Friday, October 15:

Vaudeville at the Club, 8:00 P. M.  
Northern Division Safety Committee meeting, 2:00 P. M.

### Monday, October 18:

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

### Wednesday, October 20:

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

### Thursday, October 21:

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

### Friday, October 22:

General Staff meeting, 10:30 A. M.

### Monday, October 25:

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

### Thursday, October 28:

Hallowe'en Dance in the Ball Room at the Club, 8:30 P. M.

### Friday, October 29:

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

### Monday, November 1:

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

### Wednesday, November 3:

Executive Committee meeting, 2:00 P. M.

### Thursday, November 4:

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

### Friday, November 5:

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

### Monday, November 8:

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

### Tuesday, November 9:

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

Masonic Club meeting at 7:45 P. M.

### Wednesday, November 10:

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

### Thursday, November 11:

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

### Friday, November 12:

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

Car Foremen's meeting in Library at the Club, 7:45 P. M.

### Saturday, November 13:

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

### Monday, November 15:

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

## ARRANGE BI-WEEKLY STENO CLASS FOR EMPLOYEES

With the completion of plans by E. W. Hill, Educational Director, an innovation in the form of stenographic classes, free of charge, will shortly be available to employees. Mr. Hill affected the placement by the Board of Education of an instructor, and Room No. 207 P. E. Bldg. has been set aside for the holding of the classes semi-weekly.

While the two nights each week on which the classes will be held have not as yet been decided upon, it is the plan to hold the class from 5 to 6 p.m. With this arrangement in effect employees can attend and either start their study of shorthand, or if they already have a knowledge of this subject, brush up on the finer points, speed, accuracy, etc., and at the same time only be required to spend two hours a week. By holding the class at 5 o'clock employees can go direct from their work and in one hour will again be free to spend the evening as they wish. This arrangement does away with the usual amount of time that is spent in traveling back and forth and puts the class early enough so that it will not interfere with plans for other activities.

There have been some twenty applications received for this stenographic course as the Magazine goes to press. Mr. Hill explains that it may be necessary to organize two classes, one for beginning students and another for advanced students.

Those wishing to take this course can get full details by addressing an inquiry to Educational Director E. W. Hill, care of P. E. Club. In making inquiry it is desired that the applicant give name, department in which employed and station telephone number. An announcement of the first class, which will be held some evening during the week October 11 to 16, will be sent to each person making application before the beginning of the course.

### Population Control

Owing to the lack of space and the rush of editing this issue, several births and deaths will be postponed until next week.—Announcement in an Iowa Paper.



## TRAFFIC MANAGEMENT IS COURSE NOW AVAILABLE

The intricacies of "Traffic Management" will be a study course available to a limited number of employees, the course to be conducted under the able tutorship of E. W. Hill, Educational Director, Wednesday night of each week, from 7 to 9 p.m., being the evening set aside for this course, and as a further incentive, the class will be conducted at Room No. 207 Pacific Electric Bldg.

The course will include a study of the principal phases of practical traffic management, including classifications, tariffs, rates, claims, etc.

Although the course started two weeks ago, it is as yet not too late to register, providing prompt action is taken. The course as planned will run through the entire year, ending next June. During the winter, when the class gets well under way, it is the plan to have special lectures given by local men prominent in railway circles, thus connecting the theory of the study with the practical side as expressed by the men engaged in that work.

This is the same course that was conducted so successfully last year in the harbor district. It has been brought to Los Angeles this year for the benefit of those interested in this subject.

As the Magazine goes to press there are fifteen registered in the course and room for only ten more. By addressing an inquiry to E. W. Hill, Educational Director, P. E. Club, full particulars can be obtained.

## P. E. MASONIC CLUB NOTES

The Pacific Electric Masonic Club and Degree Team assisted in conferring the Masters' Degree upon the following fellow employees during September:

Joseph Rieber, Engineering Department, at York Lodge, Watts.

Walter Bloomfield, Transportation Department, at Gardena Lodge, Gardena.

John D. Keeney, Transportation Department, at John Marshall Lodge, Sherman. J. E. Dickson, Mechanical Department, at Eastgate Lodge.

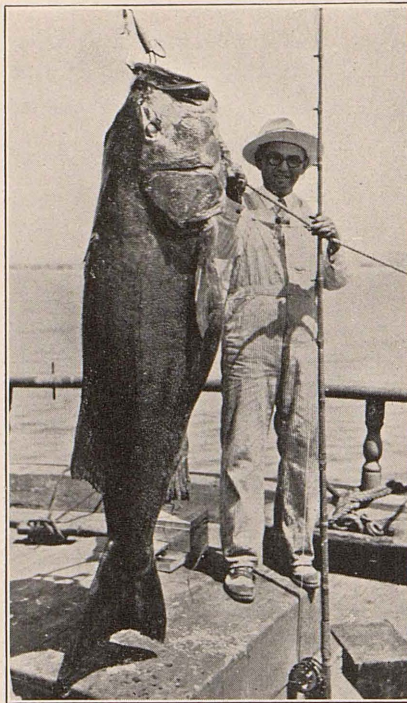
Coming events are the Annual Dance and Entertainment, and Annual Dinner and "Get-together." Watch for special announcements.

## HALLOWE'EN DANCE AT CLUB

As a Hallowe'en event, the Club will give a specially featured dance on Thursday evening, October 28 in the Ball Room at the Club. The most up-to-date music will be furnished by the newly organized P. E. Club Orchestra.

It is requested that those attending this dance appear in rural costumes: viz., the men in overalls and blue shirts; and the ladies in house dresses. Those who desire to do so may assume some characteristic costume and appear in a mask.

## Fish Proves Motorman's 'Fishy' Story True



HERE'S some bad news for fishermen of the P. E. Rod & Gun Club who may have been under the impression that their particular catch had a chance for the first prize award offered by the Club. Unless one of them land a whale well past the teething stage, the prize is already "in the bag."

Chas. E. Elliott, Motorman, Balboa Line, is the rightfully proud fisherman shown above exhibiting his record-breaking Jew-fish catch of the season at Balboa. The monster, weighing two hundred pounds, was landed from the fishing barge Dauntless off Balboa last month, an hour's hard fight being necessary before the prize was landed. The peculiar feature of the catch was the fact that at the time Elliott was fishing for yellowtail. He states that he thought he had hooked a U. S. submarine when the big fellow took his bait.

Mr. Elliott also has the distinction of catching the season's largest yellowtail in the Balboa district, he having landed one earlier in the season weighing 43 lbs.

## A Brown Mix

There were two Browns in the village, both fishermen. One lost his wife and the other lost his boat at about the same time.

The vicar's wife called, as she supposed, on the widower, but really upon the Brown whose boat had gone down.

"I am sorry to hear of your great loss," she said.

"Oh, it ain't much matter," was the philosophical reply; "She wasn't up to much."

"Indeed!" said the surprised lady.

## PICNIC AT PICKERING PARK

Pickering Park, San Bernardino, will be the scene of an all-day picnic on Saturday, October 16th, for employees located from Pomona east. Plans now being made by Club Manager Vickrey give promise of a day full of sports and entertainment.

Festivities will begin with a blue rock shoot at 9 a.m. by members of the Rod & Gun Club, many of whom will make the journey from Los Angeles.

Through the courtesy of Mr. Pickering, many of the concessions will be free to children during certain hours of the day, details of this feature to be announced later. Refreshments will be served and a special section set aside for the picnickers to enjoy their basket lunches.

Among other features of the day will be a base ball game between the P. E. Club and Auditor's team, free bathing, dancing, vaudeville and a boxing contest. The P. E. Club Orchestra will render the dance musical selections.

## NEWEST DANCES TAUGHT

The popular dances for the coming season are to be the Barcelona, Valencia and Collegiate, the Southern California Dance Teachers' Association decided on the occasion of their annual meeting held at the Biltmore Hotel last month. Mrs. Mabel Rockwell, the Hostess at the P. E. Club Dance, was chosen as one of the instructors of the Association and was highly praised for her interpretation of the Barcelona and Valencia dances.

Students who are taking lessons at the Club on Thursday evening between 7:30 and 8:30 receive the same instructions as given at the Biltmore Hotel on the modern dances.

Club members are invited to join these classes at any time, take as many lessons as they desire, and thereby keep up with the latest dances at no expense to themselves.

## BOOKS DONATED P. E. CLUB

Appreciation is expressed to Mrs. Glen Noble, wife of deceased construction lineman, Electrical Department, for her kind donation of eight volumes of technical works to the Club Library. The books are "Cyclopedia of Applied Electricity," 4 vols., American Technical Society; and "Electric Lighting and Railways," 4 vols., I. C. S. Text Book.

Others having books they no longer desire to retain can put them to good usage by donating them to the Club, where they will be gratefully received.

"Yes," continued Brown, "she was a rickety old thing. I offered her to my mate, but he wouldn't have her. I've had my eye on another for some time.

And then the outraged woman fled.

Safety is cheap at any price, but it costs only a thought.



# THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News  
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Employees of the Pacific Electric Railway.

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

Vol. 11; No. 5 Oct. 10, 1926

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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**HIS issue carries another article  
dealing with the matter of train  
crews' making schedules. Some ex-  
cellent thoughts are supplied on the  
subject by Mr. Smith, who cites in-  
stances of splendid work done by  
Trainmen in curtailing delays to the  
minimum.

It is a fact, however, that most  
Trainmen, and many others of us for  
that matter, do not fully realize the  
dependence the public places in the  
railway timetable. By it people set  
their hour of arising, departure from  
their homes; important business and  
social engagements. When we fail to  
live up to the standard, we ourselves  
set, loss of confidence ensues, and with  
it, loss of revenue occurs.

A train crew running habitually late,  
without a very apparent reason, is one  
of the greatest sources of revenue loss  
that a railway can experience.

It is only by Trainmen working to-  
gether that schedules can be maintain-  
ed with safety and "on time" records.  
Many times when constant delays are  
run down, brought to light by passen-  
ger complaint and revenue shrinkage,  
it is found that Conductors, and not  
Motormen are at fault. Slow bells,  
leisurely return after flagging, lack of  
snap in routine train work, all con-  
tribute to lethargic train operation, and  
result in dissatisfied patrons.

A good train crew will take advan-  
tage of every opportunity to make  
their schedule, safely.

## Let Your Eye Rest on the Cost;—Then Do Your Part to Save the Loss.

**A**BUSE of and failure to conserve materials and supplies often may be  
traced to lack of knowledge on the part of the user as to the cost  
of some of the individual items with which we come in daily contact.  
Everything used in the operation of a railway costs money and failure  
on our part to exact the utmost of service simply means a needless expen-  
diture that might well be turned into useful and creative channels. Waste  
is sinful!

With the idea in mind that knowledge as to the outlay made by the  
Company for many of the commonplace items of daily use will make us  
more thoughtful, the list below shows a few random supplies, the cost per  
unit, amount used per year and the total cost annually:

Item	Average Price	Amount Used in Year	Total Value
Brake Shoes	\$.90 Ea.	47,623	\$ 42,860.70
Brooms	.60 Ea.	2,071	1,242.60
Car Wheels—Stl. & Cast Iron	25.16 Ea.	3,741	94,123.56
Carbon Paper	1.42 C Shts.	182,128 Shts.	2,586.22
Signal Flags	.11½ Ea.	12,063	1,387.25
Flash Light Batteries	.08 Ea.	46,026	2,682.08
Fuses	9.22 Gross	2,178 Gr.	20,605.62
Dry Cell Batteries	27.95 C	10,064	2,776.66
Incandescent Lamps	25.19 C	69,899	17,607.56
Trainmen's Lanterns	1.56 Ea.	2,076	3,238.56
Pick Handles	.44 Ea.	2,715	1,194.60
Pins	.93 Lb.	329½ lbs.	306.44
Rubber Bands	1.37 Lb.	740¼ lbs.	1,014.14
Shovels—all kinds	1.33 Ea.	2,024	2,691.92
Soap—Liquid	.49 Gal.	1,102 Gals.	538.98
Torpedoes	2.34 Gross	1,745 Gr.	4,146.12
Trolley Wheels	1.70 Ea.	6,175	10,497.50

## I AM—

I am the most desirable thing in  
life.

Without me no one can be healthy,  
happy or useful.

The hidden wealth and vast re-  
sources of this earth would have no  
value without me.

Nothing else has done so much for  
humanity as I have.

I have saved more people from de-  
spair and suicide than any other one  
thing.

I am the great developer of man.  
No other agency has called forth so  
many of its hidden treasures, devel-  
oped more power of mind and body  
than I have.

The men and women who try to  
get along without me are character-  
less, selfish, undeveloped, useless and  
unprofitable members of society.

I am behind every fortune, every  
art and science, every achievement,  
every triumph of man.

As the Creator is greater than the  
creature, so am I greater than wealth,  
power, fame, learning or other acquired  
possession or quality of man, because  
I am the source through which he ac-  
quired them.

I am—WORK.

—Exchange.

## FIRE WOOD FOR SALE—CHEAP

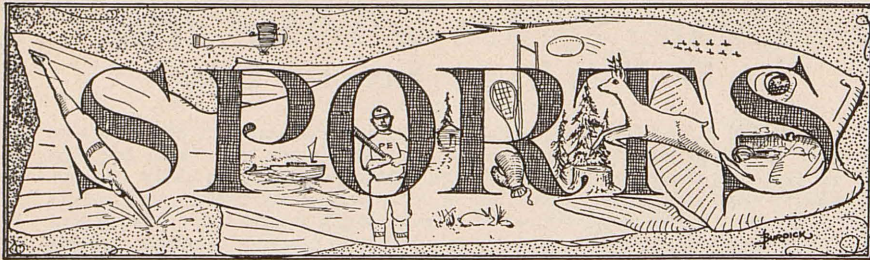
Employees who have not yet pur-  
chased their winter fuel will welcome  
the news that the Stores Department  
has on hand for sale a large quantity  
of fire wood. Of excellent quality it  
can be purchased by employees (only)  
at \$1.00 per cord, not cut to specified  
lengths, or \$2.50 per cord cut in lengths  
desired. For the most part the wood  
offered is bridge and car timber.

Delivery will be made to the fol-  
lowing points: Torrance, Washington  
St. Yard, Sherman, San Bernardino  
and San Pedro. Employees at Pasa-  
dena and Macy Street can make ar-  
rangements with Storekeeper at those  
points for the amount they desire, but  
delivery will necessarily have to be  
made from any of the five forenamed  
points.

Payment for this fire wood will be  
collected through a pay roll deduc-  
tion and those desiring its simply have  
to place their order with the Store-  
keeper at the points mentioned. Del-  
ivery from our yards to employees'  
residence will have to be paid by pur-  
chaser and in this connection by con-  
sulting Storekeeper he can furnish the  
name of a neighborhood drayman who  
will make delivery at a reasonable  
cost.

This wood at the prices quoted will  
not last long, so place your order  
early.





### P. E. SHOOTERS DEFEAT U. P. TEAM AT P. E. CAMP

The fact that they were guests did not save 'em from a little rough treatment. The "rough treatment" referred to above concerns the defeat handed U. P. Athletic Club shooters on the occasion of a most pleasant outing of the P. E. Rod & Gun Club, held at the P. E. Camp over the week-end of Sept. 25th. The winning of this event marked the second straight triumph of the P. E. Club shooters, they having defeated the week previous the capable Redondo Beach Gun Club.

The second event of its kind held at the P. E. Camp during the past season, some 75 persons made up the party which wound up the Camp season. A special car was provided for taking a large portion of the group to San Bernardino, where three motor stages awaited for conveying the party to the Camp. The stages remained and conveyed the sportsmen to the traps at Lake Arrowhead, where the big event was staged Sunday morning.

While the defeat of the U. P. boys was not an overwhelming one, and only ordinary scores were made, the margin was convincing, as is seen by the team scores below:

<b>P. E. Team</b>	
W. J. Hodge .....	48
B. F. Manley .....	45
K. L. Oefinger .....	45
L. R. Spafford .....	42
K. Thompson .....	39
—	
219x250	
<b>U. P. Team</b>	
Lee Parkins .....	47
O. J. Potthoff .....	45
R. G. McCubrey .....	43
Carl LaBoyteaux .....	39
M. H. Kurtz .....	36
—	
210x250	

The open shooting event, in which eight cash prizes were awarded, showed O. J. Potthoff of the U. P. team, in a remarkably good performance with a perfect score, 50x50, which, of course, won first cash prize. W. J. Hodge, with 47x50, was second cash prize winner. Lee Parkins of the U. P. team, who scored 47x50 in the team shoot, made a score of 44x50 in the open event, both of which are remarkable scores when it is considered that he was using a 16-gauge gun.

The scores in the open event follow:

O. J. Potthoff, first .....	50x50
W. J. Hodge, second .....	47x50
K. L. Oefinger, third .....	47x50
Lee Parkins, fourth .....	44x50

F. L. Manley, fifth .....	44x50
R. G. McCubrey, sixth .....	43x50
L. R. Spafford, seventh .....	42x50
M. H. Kurtz, eighth .....	42x50
Honorable mention:	
Carl LaBoyteaux .....	41x50
C. H. Jones .....	41x50
Helen Spafford .....	38x50
K. Thompson .....	38x50
A. B. McLeod .....	35x50
A. O. Williams .....	32x50

The Union Pacific visitors were loud in their praise of the P. E. Camp and the facilities provided for the pleasure of employees.

Several of the members took advantage of the trip and spent a few hours fishing on the lake. Some nice catches were landed, the cash prize winners being as follows:

A. M. Cross, \$5.00, largest trout, 14½ inches.
B. F. Manley, \$3.50, largest number of trout.
J. M. Geopfert, \$2.00, second largest trout, 13¾ inches.
K. L. Oefinger, \$1.50, third largest trout, 13 inches.

### SPORTSMEN HAVE BIG MONTH PLANNED FOR OCTOBER

On Sunday, October 10th, Los Cerritos Recreation Field will again be the scene of a big shoot.

This time it will be a four team affair between Redondo Beach, Pan American, Union Pacific and Pacific Electric Clubs, each club to have a ten man team.

The two losing teams will "set up" a banquet to the two winners, which will be staged at the Elks Club in Redondo Beach on Monday night, October 11th and will be followed by a grand ball at the Redondo Beach Auditorium. The Union Pacific Band will furnish music for the occasion and we are sure in for one big time.

Wednesday night, October 13th, the regular monthly meeting of the Club will be held at the Pacific Electric Club and many matters of interest are to be taken up, followed by refreshments as usual.

On Saturday October 16th, the P. E. Rod and Gun Club will stage a clay bird shoot at Pickering Park in connection with a Picnic to be held on that date.

Brookside Park in Pasadena will be the scene of a big P. E. Rod and Gun Club Picnic on Sunday October 24th. This day will be devoted mostly to the women and children and prizes will be awarded for many of the events.

Field Captain Jack May is the "big gun" behind this affair, so lets all turn out and make it one big day.

Better get your gun oiled up. Rabbit Drive next.

### P. E. CLUB REVERSES DEFEAT BY REDONDO GUN CLUB

Sunday, September 12th, was a mighty busy day at the Los Cerritos Recreation Field. The three cornered team shoot scheduled for this date between the P. E. Rod & Gun Club, the Redondo Beach Gun Club and Pan American Club, turned out to be a match between the Redondo Beach Club and the P. E. boys, a misunderstanding preventing the Pan American shooters from showing up.

In the combat with the Redondo Club, the beach aggregation won an easy victory, winning a handsome trophy by a margin of 33 birds.

However, revenge is sweet, and on Sunday, September 19th, the P. E. Club journeyed to Redondo Beach where that team was defeated; a handsome cup will adorn our club rooms in the future as reward for the victory. The scores at this shoot were P. E. team 217x250, and Redondo team 216x250.

### GOOD SERVICE IS COMMENDED

Good service rendered in connection with the movement 147 passengers from the Santa Monica Elk's Lodge to Wilmington elicited the following commendatory letter from James W. Harney, Secretary:

"As Chairman of the San Diego Excursion Committee of B. P. O. Elks No. 906 of Santa Monica, I have been instructed by the Exalted Ruler, and it is my pleasure, to thank your Company most heartily for its part in the successful accomplishment of our San Diego cruise on September 17th, 18th and 19th, which will probably become an annual event.

"Promptly at 6:30 p. m. on Friday evening, September 17, your special train of three cars conveyed the party alongside the S. S. "Ruth Alexander" which carried us to and from San Diego and again picked us up on the return from Wilmington to Santa Monica at 9:30 a. m., Sunday, the 19th. We wish to take this opportunity of mentioning the service of your Mr. C. N. Russell who knew many of our members and did his utmost to expedite the arrangements; also your Mr. Wm. L. Rich, Trainmaster at San Pedro, who is certainly a credit to your organization.

"So many, in fact all, of the members of the Cruise Party were so delighted with the efficient arrangements for their trip to the steamer, that a motion was made to advise you of their satisfaction and gratitude."

Passerby: "Can I help you? I can tell you a bit about this make of car?"

Motorist (in trouble): "Well, keep it to yourself; there are ladies present."



## COMMEND SOUTHERN DIV. TRAINMEN'S OPERATION

Trainmen of the Southern Division and their "careful consideration" in the operation of trains were kindly commended in a joint letter received from Nelson Ward, Police Judge, and E. A. West, Chief of Police of Compton.

In a recent letter to Supt. O. P. Davis the forenamed gentlemen thus wrote: "The Police Judge and the Police Department of the City of Compton, wish through you to thank the Trainmen of the Pacific Electric that pass through this city for the careful consideration in the management of their trains passing through Compton.

"We want to let the boys know that we appreciate this courtesy."

In acknowledging the appreciated communication Mr. Davis stated that "the co-operation received from the officials of the City of Compton has helped bring about the satisfactory conditions that now exist."

## MOTOR COACH SERVICE AT SANTA ANA IMPROVED

Greatly increased service on Motor Coach Lines Nos. 1 and 2 and reduced fares, 4 rides for 25 cents, were made effective in Santa Ana Friday, October 1st.

On Line No. 2 a straight 20-minute service now prevails throughout the day, while on Line No. 1 service at 20-minute frequency is being operated from 6 to 8 a.m. and from 4 to 6 p.m. During the remainder of the day 30-minute service is operated on this latter line.

A considerable reduction in fare was also made effective inasmuch as four tickets for 25 cents are being sold by operators and at ticket office. The previous fare was 7 cents per ride or 15 tickets for \$1.

Sunday schedules on all lines provides a straight 30-minute service throughout the day. For the accommodation of theater crowds the schedule provides a motor coach to leave Fourth and Main streets at 11 p.m. each night, which is the last schedule run of the day.

## Difficult Feat Handled Without Interrupting Service on Line

*Amoca Tower, 25th and Long Beach Avenue, last month was the scene of one of the most difficult and exacting engineering feats ever performed on P. E. lines under service. The task involved the removal and re-location of the highly sensitive tower mechanism from a location on the east side of the four tracks to an overhead bridge structure in center of tracks.*

*Details of the successfully accomplished feat are herewith related by S. R. Florence, Signal Engineer, together with a brief history of the plant from time of its original installation to the present, it now being the point of heaviest passenger and freight movement on the system.*

IN THE spring of 1908 an all-electric interlocking plant of the most modern type, consisting of a forty-lever interlocking machine with thirty-one working levers and nine spare spacers with necessary signal derails and switch machines at a cost of over \$25,000, was installed at Amoca. The plant was installed for the protection of the Southern Pacific Company's Santa Monica Air Line and our four-track line to points south.

In the early days the Southern Pacific Company operated a great number of passenger trains to Santa Monica over the Air Line, which made their crossing with our four-track line a heavily traveled one, and in order to afford safety to both lines the plant was installed.

Shortly after it was placed in operation the Southern Pacific Company ceased to operate passenger trains over the Air Line; the line only being used to serve industries between Long Beach Avenue, Los Angeles and Santa Monica. Amoca then became rather unimportant and all the towerman had to do was to clear signals for trains on our four tracks, or once or twice a day pass an S. P. switch engine through with a few cars, or let a P. E. motor into Butte Street transfer with a car or two. In those days a P. E. motor with four cars was quite a train.

A few years later the Pacific Electric took over the Air Line for passen-

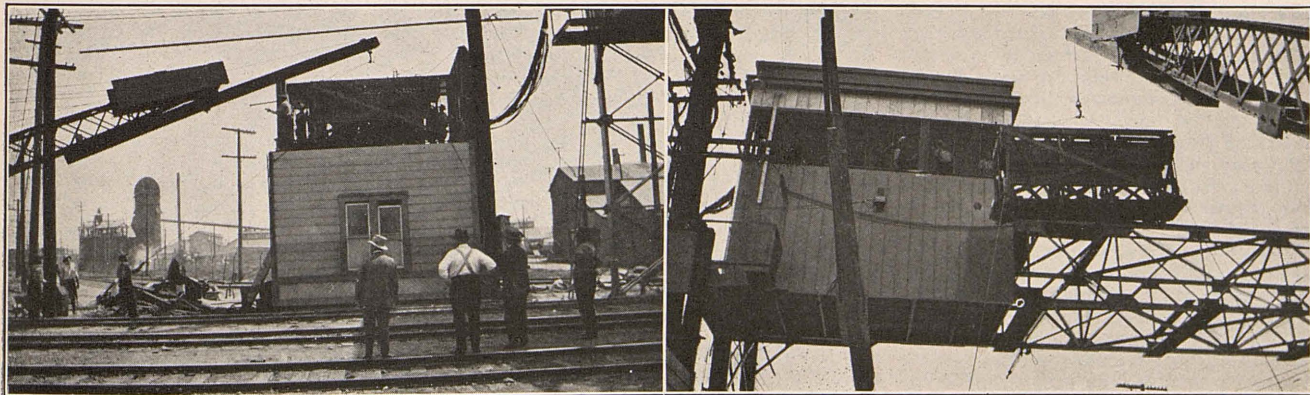
ger and freight business and in order that it could be properly operated, a connection was made to the four-track line. This connection called into use seven of the nine spare spaces, leaving only two spares for future use. Changes to interlocking apparatus and additional material required cost in the neighborhood of \$10,000, bringing the investment up to \$35,000.

When operation started over the new connection the Towerman had less time to spare as business was getting brisk. Freight business continued to increase during the ensuing years and was reaching the point where we were unable to handle it without heavy delays to passenger traffic. In order to meet this it was decided to enlarge the Butte Street yards, double-track the Butte Street line, connect the Air Line to Butte Street line, install a double track connection to four tracks, install crossovers on both sides of crossing on four tracks in order that it be possible to run passenger trains around freight in case of a blockade. This work was undertaken and completed in 1925, and called for more signal material and a new twenty-four lever section for the interlocking machine, costing to install nearly \$40,000. This brought the plant to a sixty-four lever machine with 56 working levers with modern track circuit, which made Amoca the most important interlocking point on the system.

When this work was completed it looked as if Amoca would stay put for some time to come, but this was not to be.

The City of Los Angeles decided it was necessary to open Long Beach Avenue on the east side of the four tracks, taking the land upon which the tower was located for this purpose and leaving no place where the tower could be located other than on a bridge over the four tracks. A bridge was designed by Structural Engineer Halsey, fabricated by the Western Pipe and Steel Company of Los Angeles and erected by our Bridge and Building forces.

When tower and bridge were ready for use, plans were made to transfer the sixty-four lever machine to the new tower, approximately thirty feet above its original location. In order to do this the Band B locomotive crane was decided upon to make the lift, it having a forty-foot boom. Calcula-



Critical moments during the relocation of Amoca Tower mechanism last month.



tions, however, showed we would not be able to land the machine on the bridge deck without placing an extension on the boom. This was done by lacing a 10x10x20 timber to the boom, increasing the length to approximately 53 feet. Prior to equipping the crane for the lift, the interlocking machine had been jacked up and crated under service, Towermen operating same from a scaffold.

The work of jacking up the machine was of a very delicate nature as we could not take a chance of springing the frame as a slight fraction of an inch would cause the locking to bind and put the plant out of service.

When machine was jacked up ready for crating, a mat was made of 6x8 timbers running the entire length of machine and strapped together with cross timbers bolted together. A crate was then built around the machine of 4x4 and 2x6 lumber and braced from every angle with eye bolts fastened to each corner of the mat. When all was ready for the lift the B. and B. Department removed the roof and two side walls from the old tower in order to reach in with the hook and take hold of the machine. In order to swing the boom of the crane it was necessary to remove a span of trolley wire from over the inbound main track and pull the trolley wire of the local track over to the old tower building.

At 9:57 a.m. order was given to cut. Signal men started to cut the signal lines free from the machine, flagmen having been placed at all switches and derrails to see that safe operation of trains was maintained and with as little interruption to traffic as possible.

Before the last wire was cut, crane had reached in and connection made ready to lift. When the lift started, the crane performed its work well, but not without effort, as the weight of the crated machine was over three and a half tons. When clear of the old tower, machine was landed on the track, all connections and crate being inspected to be sure no accident would occur while machine was being lifted to the deck of the bridge, forty feet above the rails. It always pays to be sure, especially when you are dangling \$15,000 worth of material on the end of a rope.

The lift was made from the ground to the deck without incident, with the exception of an occasional creak of the boom which would cause all to hold their breath. Machine was landed on rollers and rolled into position in the new tower. Before it came to rest signal men were starting to re-connect to temporary cables which had been strung for this purpose. Work of re-connecting consumed only forty-one minutes. Actual time consumed was one hour and twenty minutes from the time first wire was cut until machine was re-wired and ready to operate. This work was accomplished without the slightest hitch and with only six minutes delay to one train. This, however, did not finish the job, as the plant is being wired in permanent order under service.

Amoca as it stands today represents an investment of approximately \$80,000.

## Dental Restorations

By Dr. Samuel Kaufman,  
P. E. Dental Surgeon

IN RECENT years much has been done by the dentists specializing in the restorations of lost dental members, so that now the dental surgeon is hardly ever, if at all, confronted with a situation that cannot be handled. In fact, in many cases he has a choice, by long experience. However, because of certain merits he might prefer one to the others and use that one type exclusively. Others who have flexible minds and will, taking into consideration, as must always be done, the nature of the patient, temperament, type, ability and willingness to learn, stress and force applied in ordinary mastication of the patient, will at times use all types of restoration. I shall endeavor to portray some of the different types of reconstruction and explain wherein each type is indicated.

First I shall explain what is commonly known as removable bridges, a term that almost everyone who is so unfortunate as to lose any dental member, has at some time or other heard. Removable bridges are very simple in some cases and yet complicated in others. However, for convenience, I shall describe only the simple form.

### Employee's Travel Tips Bring Good Results

THREE group movements, totaling 247 passengers, were the net results of passenger tips for the month of September, advises F. E. Billhardt, General Agent, Passenger Traffic Department. While lighter than previous months, the falling off was due to the closing of the summer season, rather than any let-up on the part of employees.

The following are the details of tips kindly supplied that were successfully solicited by the Passenger Department last month:

Members of the Sierra Club, 50 passengers, destined to San Clemente Islands, from Los Angeles to San Pedro and return. Information supplied by E. W. Cook, Chief Electrical Inspector.

Santa Monica Elk's Lodge, 147 passengers, handled between Santa Monica and Wilmington and return in 3-car train, party destined to Ensenada, Lower California. Tip supplied by Motorman A. C. Russell, Western Division.

Party of fifty from Hollywood Masonic Lodge to San Pedro and return. Information supplied by S. E. Wilson, Asst. Supt., Western Division.

During the month a total of 40 special party movements were handled, totalling 6,712 passengers.

As its name implies, a removable bridge is entirely so, it can be taken out of the mouth and cleaned thoroughly, and replaced by the patient with ease. Usually they restore from one to four lost teeth. They fasten in or rather are held in place by two clasps which are cast to fit the tooth on each side of the area to be bridged. The castings are made of a composition of gold and platinum, which combination is quite springy and elastic so that when slipped over the tooth they clasp the tooth and hold on firmly. The teeth to be replaced are then either vulcanized in with rubber or put into solid gold, joining the two clasps. These bridges slide into place with a little pressure and during ordinary mastication or stress remain firm. Of course, there is no grinding or other mutilation of tooth structure as for crowns, etc., and the fact that they can be taken out at will and cleaned certainly is reason enough to have or prefer this type of restoration.

However, there are certain types of individuals that they are not indicated for, namely: Men with extremely powerful jaws who use more than ordinary stress in mastication, habitual tobacco chewers usually have over-developed muscles in their jaws; nervous people who cannot tolerate anything that might have slight movement in their mouths, removable bridges are all slightly movable by tongue force; impatient people, for it takes patience to accustom oneself to the slight bulk in the mouth; location of the lost members, certain parts of the mouth will not carry a removable bridge. There are, of course, many other reasons wherein they are not indicated, but I shall not bore you with them.

The advantages of this kind of work summed up are manifold. Of course, their sanitation is manifest and the non-destruction of good dental tissue, necessary in other types of bridgework.

Now for the other big and older type of bridgework, namely, fixed bridges, or immovable bridges. There are, of course, different types of this kind of work also.

Fixed bridges are fastened in by cutting down the teeth on either side of the space, wherein a dental loss has taken place and either crowning the teeth or putting inlays into them and subsequently soldering with gold solder. The dummies, or restorative teeth, the finished product, is then cemented into place presumably never to be removed. They are immobile, of course, and are, therefore, at first, more acceptable, do not require so much patience and will withstand a great deal of stress and punishment and they are sometimes more beautiful pieces of work.

Yet their disadvantages are manifold, too, for the crowns are collectors of mouth debris and oftentimes foul mouth odors, or halitosis, originates directly under these crowns. Also, under these bridges it is impossible to get one's tooth brush and we have there a very unsanitary state, resulting too often in the formation of pyorrhea pockets and the resultant loss of not



only the crowned teeth, but also their neighbors. However, there are patients who require this particular type of restoration.

Your dentist will make a study of your individual case, if you be so unfortunate as to have lost teeth, and decide what is best suited for your case and recommend that which he decides on.

### MILK DISPENSED TO NEEDY

More than 2,000,000 pints of milk were dispensed by 50 agencies of the Community Chest during the past year to children, needy men and women, says a report of the local charity dispensing organization. A fund of \$138,000 was required to supply this milk.

Beneficiaries of the milk dispensed through the Chest agencies were tubercular children, sick and undernourished children, children in hospitals and health institutions, children in orphanages and homes for the dependent, men and women in homes for the aged and in health institutions. Families in need also received a quota.

The Los Angeles chapter of the Parent Teachers association used \$52,142.58 of the sum and the Salvation Army followed with an expenditure of \$12,420. Operating as Chest members are 143 charitable relief and welfare agencies, including orphanages, homes for the aged, hospitals, clinics, day nurseries, corrective and protective homes, preventive organizations, better citizenship and character building agencies and various other types of philanthropic institutions.

### Game Loser Pays His Bet

As a result of a losing wager made by Conductor R. N. Hosford with Conductor P. A. Lackas that Jack Dempsey would win the "big fight" he was placed in a very unenviable position from the standpoint of the other Trainmen. Starting out from the North Fair Oaks Carhouse, amid a large number of his fellow-workers wishing a bon voyage, he took the matter in hand with renewed courage and trundled Conductor Lackas in Section Foreman McGarvin's famous wheelbarrow for over a mile of downtown streets.

Although threatening to halt traffic, they were met by Traffic Officers with smiles and even words of encouragement and one gentleman tendered Conductor Hosford a cigar which he placed firmly in his mouth and took to his task with increased energy, gamely fulfilling his wager to the complete satisfaction of Conductor Lackas, who calmly and benignly rode the entire distance, enjoying the novel experience.

Picture furnished by R. S. Peterson of Pasadena Office.



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

	Northern Division 1926-1925		Southern Division 1926-1925		Western Division 1926-1925		Motor Coaches 1926-1925	
Interferences with vehicles...	87	111	78	92	201	204	26	32
Collisions and interferences with cars.....	2	1	3	4	7	5	0	1
Persons struck .....	0	2	5	5	4	5	0	0
Derailments .....	3	10	6	16	7	8	0	0
On and off moving cars.....	6	13	4	6	8	9	0	0
Miscellaneous .....	19	28	28	48	39	50	7	13
	117 165		124 171		266 281		33 46	
	D-48		D-47		D-15		D-13	

	1926	1925	
Interferences with vehicles.....	392	439	10.7% Dec.
Collisions and Interferences with cars.....	12	11	9.0% Inc.
Persons Struck .....	9	12	25.0% Dec.
Derailments .....	16	34	52.9% Dec.
On and off moving cars .....	18	28	35.7% Dec.
Miscellaneous .....	93	139	33.1% Dec.
	540	663	18.6% Dec.

### All Forgiven

A married couple were knocked down by a motor. The car dashed away. The police arrived and found the couple bursting with indignation, especially the wife.

"Do you know the number of the car?" asked the policeman.

"Yes", replied the husband, "by a strange coincidence the first two numbers formed my age and the second two the age of my wife."

"John," said the wife, "we will let the matter drop at once!"

"If at first you don't succeed, don't succumb."

### PROBLEMS OF U. S. CARRIERS

Emphasizing the increasing need of greater co-operation between the public, employees and capital in the solution of this country's transportation problem, Samuel O. Dunn, Editor, Railway Age, thus commented in a recent issue of the Railway Age:

"Out of each dollar they earned in 1925 the railways paid eight cents for locomotive fuel; eighteen cents for materials and supplies; two cents for loss and damage of freight, injuries to persons and insurance; three cents for depreciation or retirements of property; seven cents for taxes; two cents for the rental of equipment and jointly used property; one cent for salaries to its officers; and forty-one cents in wages to employees. The foregoing figures account for what was done with 82 cents out of every dollar that was earned. They paid in addition 12 cents for interest on their bonds and other fixed charges, and had left out of each dollar earned a balance of six cents with which to pay dividends on stocks, etc."

If the railroads are to continue to run, if men are to receive employment in this transportation service, if capital is to be invested, and the public served, the above charges must continue to be paid. A fair rate to all parties concerned, a rate that has not as yet been figured out, is the only solution to this problem, and, cites Mr. Dunn, "the only way that a fair rate can ever be arrived at is by the intelligent co-operation of the parties concerned: the employee, who receives the wages; the investor, who furnishes the capital for maintenance and improvement, and the patrons of the railway, who pay the freight and passenger charges."

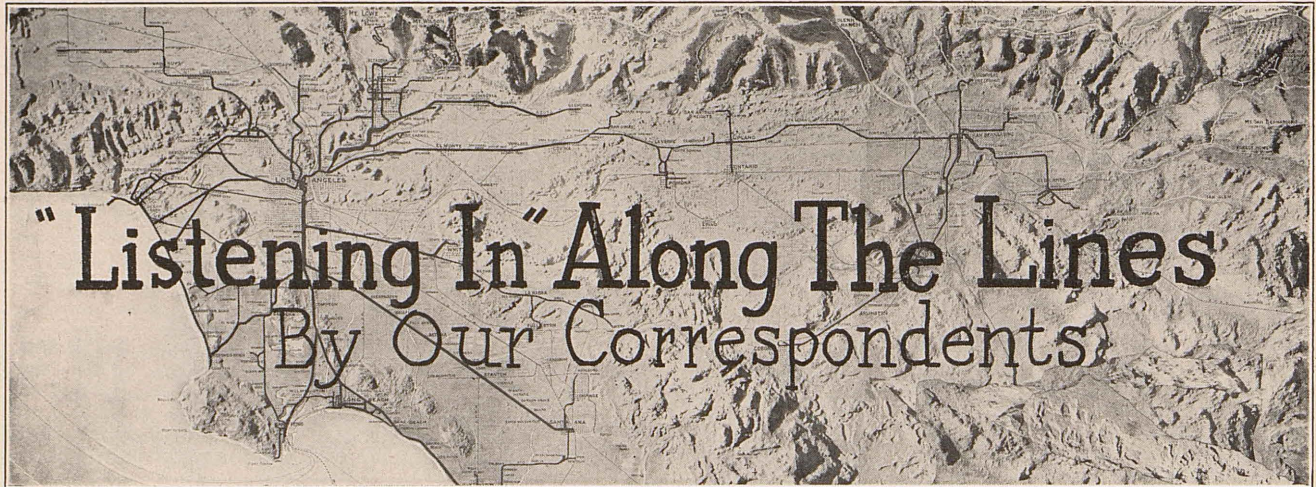
### A Real Expert

A dear old lady, while walking along the road, passed two little boys and fancied that she heard one of them use a naughty word.

"Do either of you little boys ever swear?" she asked, severely.

"Well, mom," replied the elder, "I am not much of a 'and at it, but my little brother 'ere is a treat. Cuss for the lady, Bill."





# "Listening In" Along The Lines

## By Our Correspondents

### 7TH ST. WAREHOUSE By Daniel Sanchez

The vacation season, now drawing to a close, finds practically all our forces returned from annual leaves.

The following vacationists, last month's corps, found home and rest to their liking: Frank Reynolds, Foreman Shed 3; Samuel Tellechea, Checker; Louis Dairla, Checker; R. L. Linsley, Checker; Leo Maloney, Stevedore; Ed Romero, Stevedore; R. W. McElhenny, Stevedore; M. C. Salazar, Trucker; D. A. Arnott, Trucker; H. Telstall, Trucker; Daniel Page, Stevedore, and Dorothy Collins, Stenographer in Cashier Department.

Assistant Cashier A. O. Altenburger is spending his vacation visiting familiar haunts in Houston, Texas.

Carrol Brown, Bill Clerk, went north on a hunting trip during his leave, as did also Foster Whitehead, Foreman Shed 4, he spending his leave in San Francisco and Berkeley.

One of the last vacationists is Robert Morgan, Clerk and Messenger in the Freight Station. He will be found at some quiet mountain retreat "getting back to nature."

C. C. Dickson, O. S. & D. Clerk, who has been under the doctor's care for several days, is now much improved and has returned to the job.

Eddie Hieghton, Commercial Checker, is having a hard time finding out what country wants to claim him. The United States officials say he is not properly entered as an immigrant from Canada and must return to that country. The Canadian government says he has been away too long and cannot return. Eddie is up against a queer proposition, but he fails to see the funny side of it.

Geo. W. Orr, Assistant Agent, has moved back into the city. After being out of the house for some time he finds that a brush and a bucket of paint are not at all out of order.

Chas. Shellbrick, Custom Inspector,

has been a pretty sick man for some time and is still confined to his home. We are glad to hear that he is on the road to recovery.

Bert Wadleigh, Car Checker, has returned from the Pacific Hospital, where he underwent a serious operation. He is much improved in health and is "feeling great".

C. V. Dickinson, Bill Clerk; W. J. Schafer, Correction Clerk; Seymour Lipschultz, Teller, and Mr. Schwmidt, Commercial Checker, are among the last of the force to take vacations.

### SOUTHERN DIVISION Samuel J. Mason, Passenger Director

Hold on tight, boys, the bumping has started; you may be next!

R. S. Harmon, Night Depot Master, after spending a sixty-day vacation in Northern California and Oregon, has returned to Los Angeles. The reports are that fishing was very good. Like true fishermen, Mr. Harmon has several fish stories that make you wonder.

V. Davidson, Conductor, who has been nursing an injured back for some time, is again on the job.

F. L. McCulley, Terminal Foreman, has returned from a forty-day visit to his ranch up-state. While there Mr. McCulley assisted in the harvest of the grape crop and reports that everything went fine.

W. B. Thomas, former Motorman, has been in the hospital for quite a while with an injured back. He is now on the road to recovery and indications are that it will not be long before he will again be himself.

James A. (Joe) Hartman, Third Trick Terminal Foreman, L. A. Street Yard, is enjoying a well earned vacation at points unknown.

### NORTHERN DIVISION Eastern Lines By Mary Surr

Vacationists are drifting back. Among those returning in September were Asst. Trainmaster W. C. Monroe and wife, who visited relatives in Kentucky, and Conductor J. B. Fox and family who have been in Tennessee, making the trip there and back by automobile.

Motorman G. W. Woodbury and wife are enjoying the balmy climate of San Diego. The deer hunting season is on and the "mighty hunters" are out after game, D. J. Finley, H. A. Martin, K. Thompson and L. V. Thompson were in the San Jacinto Mountains, but, so far, the nimble deer have escaped them.

September 25th the Rod & Gun Club held a shoot at the P. E. Vacation Camp. Motorman K. Thompson and General Agent C. H. Jones joining the Los Angeles contingent.

The Riverside County Fair was held September 21 to 26. The exhibits this year were unusually good and among the entertainment features was the Hiawatha Pageant, staged by the Indians from the Sherman Institute. Sept. 21, 734 Indians were moved from the Institute to the Fair Grounds and back, and on the morning of the 22, one thousand were transported there and returned.

C. H. Fox, Asst. Agent at the San Bernardino Freight House, is leaving for a vacation in Tennessee. W. G. Yates, Agent at Highland, is taking a thirty-day leave-of-absence, his place will be filled by Conductor D. S. Coburn, who has had considerable experience in freight work.

Ticket Agent H. L. Massingale, of the San Bernardino Station, has returned after a three months' absence, during which time he acted as Traveling Passenger Agent for the S. P. while J. R. Downs, of Riverside, was absent in Europe.



## MECHANICAL DEPT.

By Willis M. Brooks

Carlton B. Bell, Clerk to the Shop Superintendent at Torrance, has been in the hospital, suffering from organic trouble. He returned home on the 29th much improved.

The P. E. Family is growing.

Ashford Thompson of the Torrance Blacksmith Shop is the proud daddy of an 11½ pound baby boy, born September 19th.

The Smithys claim they have not had to use a trip hammer since the event, Ashford doing all the heavy work.

To shorten and cheer the hours of those unfortunate enough to be confined in the hospital is certainly a worthy Christian act and usually carries its own reward.

The palm this month is handed to Charles Davie of the Machine Shop who has occupied his leisure moments in such deeds of kindness.

Charlie Bott, Assistant Foreman of the Mill, starts vacation on October 4th and Herman Grant, also of the Mill, returns from his leave on that date.

Carl Elmquist, Mill Foreman, reports an interesting trip to Vancouver, B. C.

George Wheaton, Foreman of the Plating Shop, and Gus Seefield of the Upholstering Shop, spent their vacation on a hunting trip into the hills near Hollister. The party bagged two bucks and for a time venison was plentiful.

We are advised that Joe Tindall, Cabinet Shop Foreman, and Charles Yancy, also of the Cabinet Shop, are planning a trip to Germany. More about this later.

Jack Haughton, Special Engineer of the Mechanical Department, accompanied by Mrs. Haughton, enjoyed his vacation by renewing old acquaintances in and about Portland, Seattle and Astoria.

Frank Taylor, Chief Draftsman, spent vacation time in San Francisco.

Carl Prange, Draftsman, went on a hunting trip into the San Jacinto Mountains during vacation. One two point buck was brought to camp.

Fred Campbell of Mr. Geibel's office, enjoyed a trip to San Diego and vicinity while on his leave.

From San Bernardino comes the report of the marriage of Mrs. Ada M. Eardley and Daniel Givens Crawford at All Saints Episcopal Church in San Bernardino, on September 16, 1926.

Mrs. Crawford has been Superintendent of a private hospital in the eastern city and more recently, Superintendent

of Soboba Hot Springs Hospital. Mr. Crawford is well known to the family, having entered in service in 1922. He is a graduate of Erskine College of South Carolina. During the World War, he enlisted in the 117th Division Engineers, serving with the Rainbow Division. He is leader of Troop No. 1 Boy Scouts of San Bernardino and serves the family at San Bernardino in the Mechanical Department.

Congratulations and best wishes to the happy couple.

From Joe Hughes, Tinner Foreman, now touring the Continent, we have the following interesting letter, dated August 24, 1926.

"Just a few lines to let you know we are still alive. We returned from Denmark a few days ago, after a very severe and rough voyage over the North Sea landed in New Castle on Tyne. We remained there several days and as Colonel Gilks of the Salvation Army was not at home I, with my wife, took a spin around Newcastle. Finally Mr. Gilks returned home and we stayed with him one day and night. This is George Gilks' brother of the Winding Room, and I want to say we spent one of the nicest days with them we have had yet. He took us for a drive to several seaside resorts and through the coal mine district. From there we went to Hull where we visited Mr. Joe Tindall's sister-in-law, also another fine specimen of English hospitality. With she and her daughter we visited the City of York, went thru the Cathedral there, which is very old and beautiful.

From there we went to Barnsley in Yorkshire to see Mr. J. Haughton's uncle but he was not at home, having gone to a convention in Birmingham so we came on here, and next day I found him and he was very sorry they were not home and has sent us an invitation to come and visit.

Last week we visited the Isle of Man and remained there one week. It is a delightful island with many places of interest. We had a machine and drove from place to place. Had the pleasure of making the acquaintance of one of Mrs. Arthur's brothers, who works in the Coil Taping Dept. for Mr. Gilks. He is in business in Douglas, the principal city on the Island, a very nice gentleman, indeed.

Received a postal card from Wm. Lock of the Store Room, who is visiting Wales and England. He said he was going down to London for a few days.

## WESTERN DIVISION

By E. C. Brown

Trainman's get-together meeting at Sherman October 20, 8 p. m. This is the first meeting of the season and promises to be a big event. All whose duties will permit are urged to attend.

Motorman J. F. Hatton and wife of Sherman have returned from a tour through the middle west in their new Ford Coupe, making Denver their

headquarters. J. F. says they bumped right through in good time.

Motorman E. H. Dietz and family are looking forward to a trip in the near future to their old home in Wisconsin.

Conductor W. H. Jenkinson and wife are leaving on the 16th for a 30-day tour through Yosemite National Park and returning by way of San Francisco.

Another new champ. Motorman A. M. Moore won the domino championship from Gus Karnaghy last month.

Ticket Clerk H. Botkin is back on the job after a hunting trip spent near Moor Park, California. He says "hunting" is the word as he didn't even see a coyote.

Collector C. D. Cole and wife are entertaining Mrs. Cole's sister, Miss Jennie Landry, who arrived here recently from the State of Maine, at their home in Hollywood. After a brief visit Miss Landry intends to go back to Maine and then return to Los Angeles to make her home. Some one's a booster.

Trainmen will please send all items of interest to the Hill Street Station, care of E. C. Brown.

## STORES DEPARTMENT

By Fred B. Hopkins

On September 30th the annual Inventory of Material and Supplies for 1926 was taken throughout the Stores of the P. E. System. More than 40,000 cards had previously been printed in the Addressograph Bureau, each card showing the complete description of the individual item as carried in the Store Stock Books. With the unit and piling system in use, with the material neatly arranged on the shelves and in the bins, the benefit of a high degree of efficiency was demonstrated through the fact that what otherwise might have been a task of enormous proportions was reduced to one of comparative simplicity.

Floyd Gill, Chief Clerk in the General Storekeeper's Office, has returned to duty after an absence of more than a week due to eye trouble.

We were pleased to see our friends, Ben Stone, as a visitor when he called at the Torrance store several days ago. The recollections of our association with Ben is still a pleasant memory.

Also former Timekeeper, "Bob" Sweaney called in at the 6th and Los Angeles St. Store recently and left regards with Storekeeper Huntington for his former friends.

We are informed that Frank Winterberg is in direct communication with Chicago via Airplane Mail Serv-



ice and the report is that the service is all that could be desired.

Miss Gladys Nargan, Stenographer in the General Storekeeper's Office, resigned during September to accept a position with the Los Angeles County.

Norman McLeod also resigned to resume his studies at the University of Southern California.

It is understood that there is an existing compact among three of the Store Department's most enterprising young men, in which there is ten dollars involved, and we presume it is the logical thing to expect the outcome will be reached in its alphabetical sequence: — Jones, — Sharp, Winterberg.

#### ACCOUNTING DEPT.

By George Perry

Mrs. Marie Stibbard, formerly of the Freight Accounts Bureau, has returned temporarily to take the place of Noble Cates who is on vacation. Noble has gone to Memphis, Tenn., to visit his parents who are residing there.

Mrs. Dale, Head of the Stenographic Bureau, is spending a roaming vacation. She intends to visit San Francisco, Portland, Seattle and the Grand Canyon.

September 30th was the day set aside for the annual inventory of Material and Supplies in the Store and along the line at points on the different sections. Representatives from the Accounting Department were chosen to supervise the count. All were tired after the check but enjoyed seeing how the other half works.

Hearty congratulations to Dean Watson, Miscellaneous Accts, Bureau, and his bride, Ella Scholl, sister of Wm. Scholl, Road and Equipment Accts. Bureau, who were married September 1st at 8 P. M. at St. Johns Episcopal Church of Wilmington. A little surprise for the newlyweds was a silver electric coffee percolator with sugar, creamer and tray, from Accounting Department comrades.

B. F. Butler, Disbursement Accounts Bureau, and wife, left for Toronto, Canada, September 5th; they plan to visit Chicago, Buffalo, Niagara Falls and some of the smaller Canadian cities. This is their first trip to the East in 14 years.

A party of girls from the Stenographic Bureau spent a very enjoyable evening at Bimini Baths plunge, Tuesday Sept. 28th. Included in the group were Mrs. Dale, Mrs. Carruthers and Miss Hoover.

Miss Martha Gerberick and Miss Bernadette Stouffer, of the Conductors Accounts Bureau, each have a diamond ring on the left hand. We are at a loss to know just what this means,

but are sure if you ask either they'll tell all about it.

Harry Thomas, Disbursements Accounts Bureau, is sitting on top of the world, as he will be in St. Louis, Mo., to see three of the World Series baseball games to be played there. He left Thursday, September 30th for the big games.

Harry Thompson of the Miscellaneous Accounts Bureau, has been transferred to the Electrical Department at Washington St. yards. He has always been interested in the electrical end of the road and has been taking a course in electrical engineering to fit himself for this kind of work. We wish him the best of luck in his new position. Mrs. Wallace is filling the vacancy left by Harry.

The vacationees for the month of September are as follows:

Edna Bare.....	Chicago & Grand Canyon
Bettie Gorrell .....	Home
Anna Stofer .....	Grand Canyon
Mrs. Dovie Brown .....	Home
Mrs. Fannie Jones .....	Home
Fern Carpenter .....	Home
Earle Moyer .....	Tucson
C. W. Knight .....	Sioux City, Iowa
R. F. Johnson .....	Ensenada, Mexico
Frank Rulison .....	Toledo, Ohio
Wm. Reed .....	Logans Point, Ind.
James Gould .....	Home.

#### ENGINEERING DEPT.

By Leonard A. Biehler

The Engineering Department has just completed and distributed a new book on "Rules and Regulations For the Maintenance of Way and Structures," effective January 1, 1926, and all concerned who have not received their copy of this book should do so at once. Books can be obtained only at room 695, Pacific Electric Building.

A good deal of time and labor has been spent in compiling this new issue. It has been neatly bound and contains full pages (colored) pertaining to signals of this system. Also contains 62 cuts of Pacific Electric standards pertaining to road bed and track.

Some people go on their vacations and return with sunburns or poison oak. Miss Effie Maitland is an exception to the rule, having returned from her vacation sporting a BIG DIAMOND RING.

Miss Kelly Swenson is spending her vacation in the Wilds of South Dakota. It just seems that some people don't care where and how they spend their vacations. Yes, we are looking for another diamond.

Gus Guercio is spending his vacation by motoring up North.

Mrs. Nina Griest has resigned her position to take up the more strenuous duties of housekeeping, and it goes without saying that we miss her

sunny smile and congenial companionship.

Mrs. McCleary has returned from a flying visit to her home town, having been called there on account of illness of her mother. We are very glad that her mother has regained health and that Mrs. McCleary has returned.

#### NORTHERN DIVISION

PASADENA

By R. S. Peterson

Motorman F. F. Lee has also been convalescing from an attack of influenza.

Conductor T. J. Morgan and wife are in their home town, Indianapolis, visiting friends and relatives.

Motorman Frank Breen for the past month has been residing at Echo Mountain, taking the place of Conductor L. Tonopolsky who was on his vacation. Conductor J. M. Wilson has been taking the place of Dispatcher J. B. McNeil during the latter's vacation. Conductor George Lankin has been operating the incline while R. M. Fellows, Incline Operator, was on vacation.

F. C. Roberts, Assistant Trainmaster, with a driveway as durable as the Appian Way constructed by him during his vacation, on his return showed evidence of his labors.

Mr. and Mrs. J. C. Engle have returned from a most enjoyable trip through Kanas and Oklahoma visiting friends and relatives. The entire trip was made by automobile.

On account of a reduction in the switching force, Motorman F. J. O'Donnell has taken Run 6 and Motorman W. H. Pohlman Run 32, having been allowed a bump, and both of them present a very natty appearance in their uniforms.

Bus Operators H. E. French and M. L. Anderson have returned from a very successful deer hunt in Northern California, bring back two deer each. They evidently knew where to find them, as this is the second time they have succeeded in bagging the game.

New schedules are now in effect on several of the bus and car lines and extra service operated to take care of the increased travel after the opening of the fall school term.

The paving has just been completed after the installation of the new special work on North Raymond Avenue leading into North Fair Oaks Carhouse and is a great improvement over former conditions.

Introducing new employees: Conductors S. K. Owen, D. C. Burget, C. B. Lay and W. C. Pert, also Collector W. H. Owen, who is a student attending California Institute of Technology.





Poor Georgie died of sheer delight;  
He found a parking space one night.

She: That last note was D flat.  
He: That's what I thought but I  
didn't like to say so.

#### Excited?

"Were you excited at the wedding?"  
"Excited? Say, I gave my bride  
\$10 and tried to kiss the preacher."

Da'sy—"If you men told the truth,  
you would have to admit that you like  
talkative women just as well as you  
do the others."

Tom—"Others?" What others?"

Cop: "Hey, where are you going?  
Don't you know this is a one-way  
street?"

Abe (in new car): "Vell, I'm goin'  
von vay, ain't I?"

George: "I got chilled to the bone  
coming to work this morning."

Frank: "Why don't you wear your  
hat?"

#### Request Granted

Ardent Lover—"Speak, oh, speak  
just those few words that will mean  
heaven to me."

The Flapper—"Aw, go out and shoot  
yourself."

#### Then They Got Another Maid

"Mother, is our new maid a Ger-  
man?"

"Why, no, dear; why do you ask?"

"Well," said the little girl, "I heard  
papa speak to her in the hall last night,  
and he said, 'Goodnight, Hun.'"

#### Proper

"—And then I told him I didn't want  
to see him any more."

"What did he do?"

"He turned out the lights."

#### Collision

With all their many traffic laws,  
They've never made one yet  
That'll keep a brand-new motorist  
From running into debt.

#### No Wonder

"Why is she so fond of that hotel  
clerk?"

"Because opposite her name on the  
register he wrote, 'Suite 16.'"

"I am very tired," said the lady at  
the head of the boarding house table  
one Monday morning, to a good-nat-  
ured minister, who sat at the other  
end.

"You should not be," said the par-  
son, "you didn't preach a sermon yes-  
terday."

"No," said the lady almost uncon-  
sciously, "but I listened to one."

#### Sign On a Ford:

Excuse My Rust.

"Those who watch the clock at 20  
are watchmen at 60."

"The man who knows it can be  
done, counts not the risk, but the re-  
ward."

Roy: "I know you just love music."  
Nan: "Of course I do, Roy. But  
never mind, you just go right on play-  
ing."

Jack: "Can you tell me what is the  
best labor saving device known?"

Tom: "Sure, a good fat bank ac-  
count."

Phyllis: "When did you think ser-  
iously of marriage, mother?"

Mother: "About two months after  
the ceremony, dear."

Customer—"Have I the pleasant ex-  
pression you require?"

Photographer—"Perfectly, sir."

Customer—"Then shoot quick; it  
hurts my face."

Teacher—"Use 'statue' in a sen-  
tence."

Abbie—"Ven I came in last night  
mine papa says, 'Statue, Abbie?'"

She: "Before we were married you  
called me an angel."

He: "I know it."

She: "But now you don't call me  
anything."

He: "That shows my self-control."

#### Which?

A negro went fishing. He hooked  
a big catfish which pulled him over-  
board. As he crawled back into the  
boat he said, philosophically: "What  
I wanna know is dis: Is dis niggah  
fishin' or is dis fish niggerin'?"

#### Brute!

"This horse is a wonderful animal."  
"How come?"

"No matter how hungry he is, he  
won't eat a bit."

#### On Smoking

Two old Scotsmen sat by the road-  
side, talking and puffing merrily at  
their pipes.

"There's no muckle pleasure in  
smokin', Sandy," said Donald.

"Ho dae ye mak' that oot?" question-  
ed Sandy.

"Weel," said Donald, "yee see if  
you're smokin' yer ain bacca ye're  
thinkin' o' the awful expense, an' if  
ye're smokin' some ither body's, yer  
pipe's ramm't sae tight it won't draw."

#### Back to Earth

Stenographer: "Bob, dear, when we  
are married, will you still continue to  
give me flowers every day?"

Clerk: "No, I'll give you a box of  
seeds and you can grow your own."

Salesman (wiping the perspiration  
from his brow): "I'm afraid, madam,  
we've shown you all our stock of lino-  
leum, but we could get more from our  
factory."

Customer: "Well, perhaps you had  
better! You see, I want something of  
a neater pattern and quite small—just  
a little square for my bird-cage!"—  
Good Hardware.

#### Scrambled Sexes

Gather round and hear Annabelle rave;  
She is one you might call fashion's  
slave.

In a bobber shop chair  
She dozed off, I declare,  
And the bobber man gave her a  
shave.

Go on and let Annabelle rave—  
Your deeper complexion I crave:

When I took a nap  
In his chair, the poor sap  
Went and gave me a permanent  
wave!

—Exchange.

#### A Bison or a Basin?

The gentleman from London, with  
a distinctly cockney accent, was catch-  
ing his first glimpse of New York's  
skyline from the giant liner.

"Look," said his American fellow  
passenger, pointing to Miss Liberty,  
"New York and Liberty—as American  
as the bison itself."

"Well, my eye!" exploded the Briton.  
"Do you claim the jolly old bison is  
your own, too?"

"Surely," the American replied. "The  
bison is a species of the American buf-  
falo—"

"Ho! ho!" laughed the Londoner.  
"If Hi didn't halways think the bison  
was something to wash your 'ands in."  
—Exchange.

"The stenographer we require," ran  
the ad, "must be fast, absolutely accu-  
rate, and must have human intelligence.  
If you are not a crackerjack, don't  
bother us."

One of the answerers wrote that she  
noted their requirements and went on:  
"Your advertisement appeals to me  
strongly—stronger than prepared mus-  
tard."

"I write shorthand so fast that I  
have to use a specially prepared pen-  
cil with a platinum point and a water-  
cooled attachment, a note pad made  
of asbestos, ruled with sulphuric acid  
and stitched with cat gut

"I run with my throttle open, at all  
speeds, and am, in fact, guaranteed,  
double hydraulic, welded, drop forged  
and oil-tempered specimen of light-  
ning on a perfect thirty-six frame,  
ground to one-thousand of an inch.

"If you would avail yourself of the  
opportunity of a lifetime, wire me, but  
unless you are fully prepared to pay the  
tariff for such service, don't bother  
me, as I am so nervous I can't stand  
still long enough to have my dresses  
fitted."



Absent-minded professor (going around in one of those revolving doors)—“Bless me! I can't remember whether I was going in or coming out.”—Boston Transcript.

He (teaching her to drive): “In case of emergency the first thing you should do is to put on the brake.”

She: “Why I thought it came with the car.”

#### Force of Habit

“I never knew Jones had twins.”  
“He married a telephone girl, and of course, she gave him the wrong number.”—Kansas City Star.

#### Scent Up

The porter at a station sent for the agent to get him out of jail. When he arrived the agent asked him what he had done, to which the porter replied:

“Ain't done nuthin' at all, boss.”  
“Come on, now, Sam,” said the agent, “they wouldn't put you in here for nothing. What are you charged with?”

“Oh,” said Sam, “dey got me charged with fragrancency.”—Whiz Bang.

“The storm burst upon us so suddenly that we had no warning of its approach,” related the tornado victim. “In an instant the house demolished and scattered to the four winds. How I escaped being torn to pieces I do not know!”

“Good Heaven's!” ejaculated absent-minded little Mr. Meek, “That reminds

me, I almost forgot to do an errand for my wife.”

#### Just as Good

Ike, Jr.—Papa, give me a nickle for an ice cream cone, I'm so warm.

Ike, Sr.—Come to papa, Ikey, and I'll tell you some ghost stories which will make your blood run cold.

#### He Liked It

Bones: “Last night when I got home my wife had my easy chair all ready, my slippers at hand, my newspaper and pipe—”

Beans: “Er—how did you like her new hat?”

“What's the matter, little boy?” said the kind-hearted man. “Are you lost?”

“No,” was the manful answer: “I ain't lost—I'm here. But I'd like to know where father and mother have wandered to.”

#### Ouch!

An Irishman and an Englishman were standing on the deck of a steamer returning to their native lands. Watching the coast line, the Irishman sighted the coast of Erin and shouted, “Hooray for Ireland!”

“Hooray for Hell,” said the Englishman in disgust.

“That's right,” said Pat, “Ivry man for his own country.”

Murphy, a newly arrived Hibernian, while walking through a cemetery read the following inscription on a tombstone: “Here lies Bill Jones an hon-

est man, and a salesman.”

“Sure,” said Murphy, “this is a dom quare country, where they bury three men in the same grave.”

#### Simple Remedy

To cure a bad temper, argue with people you can't whip.

Mother (as recorded by Life)—  
“Johnny, if you eat any more you'll burst.”

Johnny—“Well, pass the cake, mother, and get out of the way.”

#### Never Out of Sight

Fat Lady: “Officer, can you see me safely across the street?”

Officer: “Begorra, lady, Oi can see you a mile away.”

The man who toots his own horn soon has everybody dodging when he approaches.

#### Of Course

Curious—Why do they call sail boats “she”?

Cautious—Because they make a better showing in the wind.

#### Get Born Early

“What do you believe is the reason for your long life, Uncle Aaron? the reporter asked the colored centenarian.

“Becoz I was bawn a long time back, am guess,” said Aaron reflectively.—Northeastern Christian Advocate.

## P. E. EMPLOYEES

Present Your Identification Card to

# Zins & Clawson Tire Service

When you need tires and repairs

GOODYEAR TIRES AND TUBES  
TIRE REPAIRING AND RETREADING

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Wm. Leffert

**Announcement**

The pre-organization subscription to the Charter Membership Shares is more than half complete, made up entirely of railway employees.

Invitation is also extended to your friends to participate.

Call or write the address below.

201 Pacific Electric Bldg.,  
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Los Angeles, Calif.



Founded 1868

**The Pacific Mutual Life Insurance Company of California**

Issues the

**"PACIFIC DISABILITY POLICY"**

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

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

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

Agents are located at the following points:

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

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

J. J. Hull, Northern and Southern Division

**Announcement**

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

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

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

*We still have a few watches!*

**V. A. CORRIGAN CO.**

**Official P. E. Watch Inspector**

631 South Main Street

MAin 2492



**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>
		<b>\$57,172,838.89</b>

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	2,000,000.00	
Undivided profits .....	517,154.22	\$ 4,517,154.22
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 .....	48,217,805.43	
		<b>\$57,172,838.89</b>

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

(Signed) G. H. NAEGELE, Cashier

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

**We Pay Interest on Time Deposits**

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

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

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

Corner of Fourth and Main Streets

**OFFICERS**

J. A. GRAVES  
President

H. F. STEWART  
Vice-President and  
Trust Officer.

V. H. ROSSETTI  
Vice-President.

WM. LACY  
Vice-President

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