



THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

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No. 8



Christmas Role of Altadena's Famous Trees

Ideals

AS YOU think, you travel; and as you love, you attract. You are to-day where your thoughts take you.

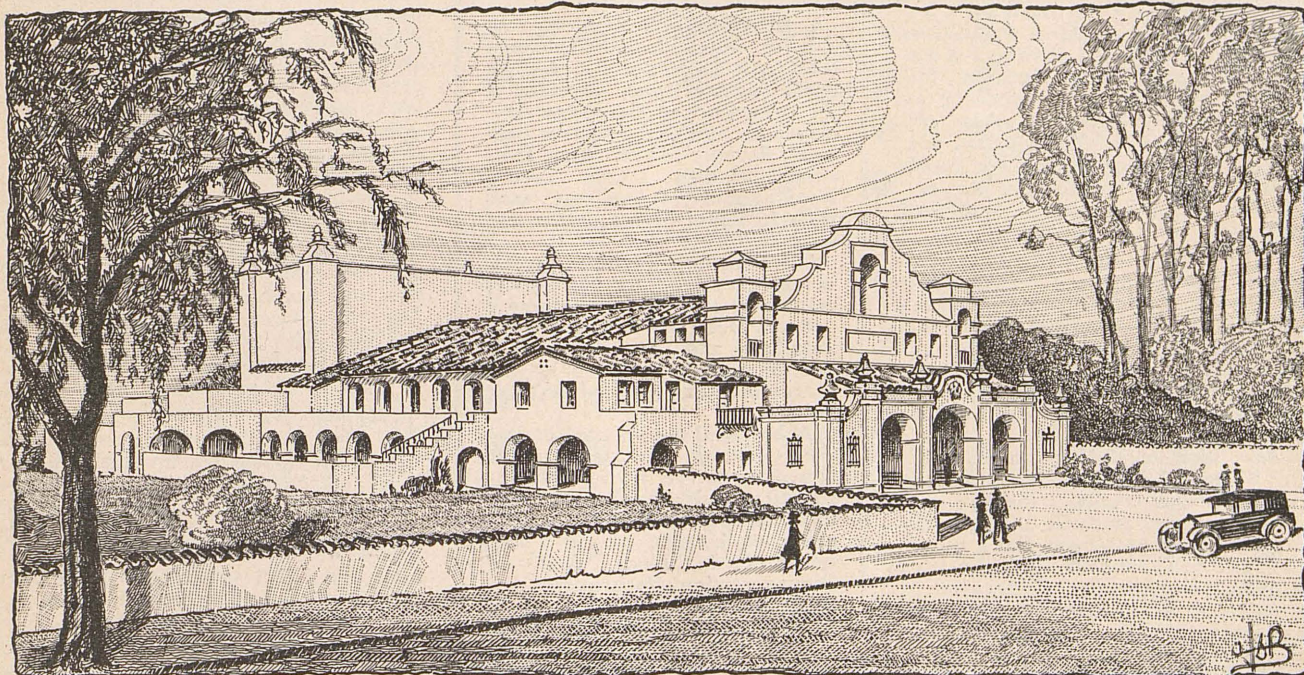
You can not escape the result of your thoughts, but you can endure and learn, can accept and be glad, you will realize the vision (not the idle wish) of your heart, be it base or beautiful, or a mixture of both, for you will always gravitate toward that which you, secretly, must love.

Into your hands will be placed the exact results of your thoughts; you will receive that which you earn; no more, no less. Whatever your present environment may be, you will fall, remain, or rise with your thoughts, your vision, your ideal.

You will become as small as your controlling desire; as great as your dominant aspiration.

—James Allen.

PERPETUATION OF MISSION PLAY ASSURED



Artist's conception of new half million dollar permanent home of the Mission Play, now nearing completion in San Gabriel. A magnificent and artistic structure, it is being brought into existence through the efforts of public-spirited citizens. A colorful dedication is scheduled for the latter part of February.

PERPETUATION of the Mission Play, the romantic, historical portrayal of the early days of California; the housing of the pageant-drama in its own permanent home, and the application of its net earnings in the near future to the preservation of ancient California landmarks is assured by the recent organization of the Mission Play Corporation.

The building of the new playhouse is now under way, the plans first drawn by Arthur Benton, having been adopted and amplified by Dodd & Richards, the present architects of the project, the contract for which has been awarded the William Simpson Construction Company.

When the Mission Playhouse is completed it will be indeed one of the show-places of California and will reflect the aim of its builders to create a harmonious setting for the play. The executive committee of the corporation consists of D. W. Pontius, Chairman; George I. Cochran, W. I. Hollingsworth and Samuel K. Rindge, who have complete supervision of the construction.

To Cost Half Million

The building, together with the landscape gardening, equipment and costuming, will represent an expenditure of in excess of half a million dollars, and completion is expected in time for the opening performance to be given on January 29, 1927.

The financing of this project was undertaken by public-spirited citizens of Los Angeles without hope of profit, and because of their civic pride and a desire to preserve the romance of our

early days, the necessary funds being accumulated through the sale of preferred stock and by mortgage upon the building.

No common stock has been or will be offered for sale, and as the stock and mortgage is retired, a non-profit corporation will be formed to perpetuate the play, safeguard the property and the profit accruing from the Mission Play project used for rehabilitating and permanently establishing old Southern California landmarks. Thus good business lends its hand to historical romance for love of country, the executive committee directorate giving their time in the accomplishment of this work without any compensation.

The official personnel of the corporation is: W. I. Hollingsworth, President; George I. Cochran, Vice-President and Treasurer; D. W. Pontius, Executive Vice-President; A. Pardoe, Secretary and Auditor. Other Vice-Presidents are: Harry Chandler, Samuel K. Rindge, E. L. Doheny, Joseph Scott and Benjamin F. Bledsoe. The directorate is composed of H. O. Davis, Henry M. Robinson, John W. Kemp, Milton Kauffman, Harold Janss, John G. Mott, Arthur S. Bent, Wm. J. Dodd, Frank A. Miller, L. E. Behymer, Ernest G. Carter and A. C. Balch.

Fifteen Years of Success

The Mission Play means to California what the Passion Play, produced at Oberammergau, means to Europe, and the 15 years that the Mission Play has been shown in California establishes the fact that it can be operated forever. While it abounds with reli-

gious sentiment, it portrays truly the very foundation and early history of California.

There is scarcely a tourist that visits California that does not attend the Mission Play if they are here during the season it is operated; and there are hundreds of thousands of the residents of Southern California who have not yet witnessed the play.

It is especially valuable to school children, who could not gather from months of reading and study as much education in the history of early California as can be secured from once witnessing this play.

The dream of John Steven McGroarty for a magnificent permanent home for his play would never have been materialized if it had not been for the untiring work of President Hollingsworth and his co-workers in raising the necessary funds. The contractors, architects and those supplying the material and furnishings for the home have in nearly every instance done so without profit. Mr. McGroarty has given the full rights of the play to people of California, and not until the playhouse opens early in February will we fully realize the magnificent monument that has been established through a labor of love for our State.

A Culinary Difficulty

Mr. Newlywed: "Good gracious, dear, what a long pie. It surely is too big for just two."

Mrs. Newly: "I'm sorry, Carl, but I couldn't get any shorter rhubarb anywhere."

LARGEST BULK OF CHRISTMAS MAIL HANDLED SPLENDIDLY

The movement of Christmas mail resulted in the largest volume ever offered for transit over our lines, it being handled in the most expeditious manner yet registered during a Yuletide season. To Frank Farnham, Supervisor, and his forces, profiting by the experience of former years, and augmented by the addition of two new baggage cars, largely goes the credit for the splendid handling of the tremendous volume of express and mail offered.

The movement of Christmas remembrances began to assert itself about ten days before the 25th, at which time the larger postoffices on the system began to require the use of express cars, while each outgoing passenger train also carried its quota to the smaller stations spread over the system.

Some idea of the volume handled may be gained from the fact that four trips in each direction of the large express cars were made in a single day between Los Angeles and Long Beach, while the total number of round trips between those points aggregated 32 cars during the Christmas rush. Two round trips per day were made to care for the mail consigned to the Hollywood district. Irregular, but frequent trips were made to other points with full carloads of Christmas cheer.

For a part of the period, our baggage room was the scene of much activity throughout the 24 hours of the day. Large army trucks loaded with hundreds of bags of mail constantly coming and going all day and night.

The baggage room force, consisting of seven men, was occasionally swamped with an avalanche of mail when a number of trainmen would be rushed to the rescue and soon every bag would be out and on its way.

The long hours and hard work done by this force were largely responsible for the fact that passenger trains were seldom overloaded with mail and schedules were maintained.

Two new all steel express cars, longer by about ten feet than our ordinary ones, were received just in time to be rushed into this mail service and their ability to carry 800 bags per trip, or about double an ordinary car load, saved many a disappointment to those eagerly watching for the postman, by enabling us to do practically two days' work in one.

Some idea of how this branch of our various activities has developed can be gained by recalling that but four or five years ago no extra cars were used, all mail being carried on passenger trains.

Solemn Words

"My dear," called a wife to her husband in the next room, "what are you opening that can with?"

"Why," he said, "with a can-opener. What did you think I was doing it with?"

"Well," replied his wife, "I thought from your remarks you were opening it with a prayer."

Lighted Christmas Trees Again Attract Throngs

ALTADENA'S mile-long row of illuminated "Christmas trees", the subject of this month's cover picture, again provided a Yuletide treat to sightseers estimated to number a million persons. Seventy-five of these towering Deodars ("God Tree") were illuminated this year, each with 75 lights of red, white and blue hues.

The lighting of these trees, which started during the Christmas week of 1920, has become a popular festival during recent year-ends and each year sees greater crowds attracted by the charm of the blended brilliant lights.

A beautiful scenic treat at any time during the year, these famed trees are particularly interesting and cherished through their having been brought into existence by one of our own rank, T. L. Hoag, dean of Transportation Department employees. Nursed from seeds brought from India, Mr. Hoag planted them after three years' hothouse growth, while employed on the Woodbury Ranch 42 years ago.

The idea of lighting these Deodars, which line Santa Rosa avenue, was conceived by Fred C. Nash, the thought being put into execution by the Kiwanis Club.

GRATEFUL RIDER EXPRESSES THANKS FOR PURSE RETURN

Gratefulness for the return of a lost pocketbook elicited the following letter of praise to the honesty of Bus Operator C. W. Knight, Pasadena, the contributor being Mr. S. Hazard Halstead, President of the Pasadena Ice Company:

"About 12:30 p.m. on last Saturday, my daughter, a school girl, took a 'B' bus at Euclid avenue and left it at Linda Vista to go to our home, 90 North Grand avenue. Later she discovered that her pocketbook was missing and she felt quite sure she had left it on the bus.

"On Monday I went to the office at the carhouse and the man in charge immediately turned it over to me after I had described it. This was all in the day's work so far as he was concerned, but I just want you to know of the honesty of the driver (C. W. Knight) of that bus, and I want to commend him very highly, not only for his honesty but also for his appreciation for the good reputation of the group of men of whom he is one and for your company. I will be glad if you would take the trouble to express my appreciation to this man and tell him that 'an honest man is the noblest work of God'."

NEW YEAR'S CROWD AGAIN IS HANDLED WITHOUT MISHAP

Another successful New Year's day movement was registered in the handling of the Tournament classic, although the volume was not as large as the year preceding. Some 25,000 passengers were moved with dispatch, not a single accident occurred; power was in ample volume and not a single serious equipment failure was recorded.

Reversing previous year's routing practice, all Pasadena bound trains were routed north on Main Street and the fore part of the Main Street Station was devoted exclusively to handling the Tournament crowds. This had the effect of making for smoother and more regular train departure, as well as spacing more evenly.

Another new practice inaugurated this year was the bringing into Los Angeles of passengers from the Glendora and Alhambra lines, making direct service possible and obviating necessity of changes at El Molino and Sierra Vista. About 1500 passengers used this direct service and many favorable comments were made concerning the resulting improvement.

The heaviest movement occurred during the period from 8 to 9 a.m., trains departing frequently at one and two minute intervals during this peak. Direct service to the Bowl was also operated beginning at 12 Noon, the return movement requiring 14 trains.

General Superintendent Annable in discussing the New Year's day movement, spoke most praisingly of the splendid manner in which Trainmen and other operating forces met the issue in the face of new, difficult and most trying conditions.

BELIEVES IN STOP LAW FOR MOTORISTS AT CROSSINGS

In Pasadena the city authorities are considering the passage of a rule requiring all automobiles to come to a stop before crossing any railroad at grade. A similar law touching grade crossings in the country probably would prevent many accidents of the avoidable kind so often not avoided.

Perhaps it is singular that the fear of a fine could be regarded as more deterrent than the prospect of sudden death, but the view recognizes a quirk in human nature. There is a chance of beating the train across, but small chance of evading the fine if the act of crossing happens to be observed. The driver cannot know that no traffic officer has an eye on him.

Most grade crossing disasters are due to criminal recklessness or to forthright stupidity. Demonstration has been complete that while people are given the opportunity to get themselves killed under the wheels of a rushing train, a notable proportion will take advantage of the opportunity. For protection of the rash driver, who may have innocent passengers with him, it seems necessary to provide every possible safeguard.—Glendale Daily Press.

**AUTOISTS CENSURED FOR
BLOCKING STREET CARS**

Denouncing the autoist who willfully and flippantly make it a habit to unnecessarily block and slow the movement of street cars with their hundreds of passengers, the following communication from Ernest C. Johnson well tells a condition that is becoming serious. Says Mr. Johnson:

"Probably 100 street cars loaded with passengers are held up daily by one or more autos placed in position to block the street car's advance when there is plenty of room and no necessity for getting on to the railroad right of way.

A short time ago a "B" car on Spring street, full of passengers, many standing, was held up in the middle of the block by the carelessness of the chauffeur of the last auto of a line extending to the next intersection in running partly on the street car track with that side of the street vacant and only the street car back of him. The motorman rang his bell, but a woman looked out the rear window and seemed to enjoy delaying 100 people when her auto could have backed off the track and allowed the street car to proceed to the crossing, but her car kept on the edge of the railroad track to the intersection and said street car was held up again by the stop signal—too late—500 minutes of valuable time lost on the street car because that silly willy woman, whose time was not worth ten cents a day, wanted to impress the world that she owned an auto and as much of the street as she wished to use.

Should not our City Council pass an ordinance fixing a fine for an auto to drive on any portion of the street railway right of way when not made necessary by street obstructions. Street car companies pay for what they use and pave half of the street besides, and the people are entitled to protection in the same proportion 100 to 1."

EMPLOYEES IN HOSPITAL

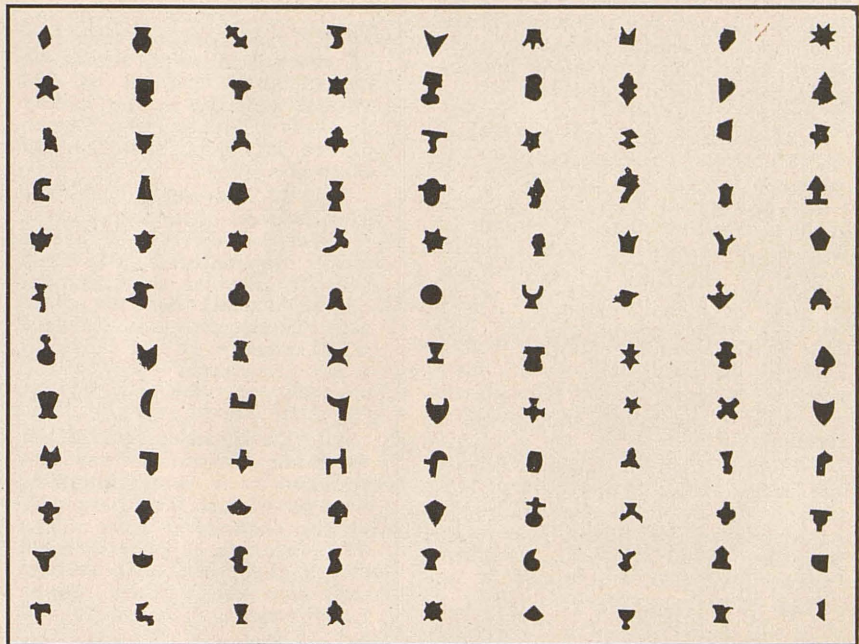
Following is a list of employees that are confined to the Pacific Electric Hospital as the Magazine goes to press:

Mrs. Emily Hogue, Car Cleaner, Mechanical Dept.; G. H. Webster, Mechanic, Mechanical Dept.; Peter Brown, Blacksmith, Mechanical Dept.; E. H. Foster, Motorman; H. O. Laird, Section Foreman, Engineering Dept.; and R. Chavez, Laborer.

Spending Christmas and New Years within the walls of a hospital is not the most pleasant of holiday pastimes and a visit to the hospital will likely cheer the unfortunate ones to a more speedy recovery.

The Pacific Hospital is located at 1329 South Grand Avenue and the visiting hours are from 2 to 4 and 7 to 9 p.m. daily.

1100 Designs Are Used in Punches



Just a few of the 1100 punch designs used in issuance and cancellation of tickets, transfers, etc., by our Conductors. Note the distinctive characteristics of each and imagine about a thousand more as equally dissimilar.

*Punch, boys; punch with care,
Punch in the presence of the passenjare.*

*A pink trip slip for a five-cent fare,
A blue trip slip for a seven-cent fare,
A red trip slip for a ten-cent fare.*

*Punch, boys; punch with care—
Punch in the presence of the passenjare.*

EVEN as long ago as the prime days of Mark Twain, author of the rhyme above, the necessity of properly punching tickets, not only to the satisfaction of the railway, but to the passenger, was recognized. The origin of the Conductor's punch seems not to have been written or recorded, but that it was part and parcel of his equipment in the horse-car days of the late eighties, at which time venerable Mark's verse was a popular one, is self-evident.

In the early days of railroading the mere cancelling with a round dye punch sufficed to serve the needs of a Conductor's punch, but later came the necessity of being able to identify, without the question of a doubt, the punch mark of each Conductor.

It was for the purpose of identifying if necessary, every Conductor's transactions with his passengers that the present punch dye was developed. Of every conceivable pattern, with no two of close resemblance, these patterns have been designed each to have its own outstanding characteristics and as capable of being identified as the signature of a human hand. They are made of English tempered steel and hardened to a high degree of perfection.

Every Conductor, upon coming into the service of a railway, is assigned a

specific punch and the same is used exclusively by him in the cancelling of tickets, issuing transfers, tickets and hat checks.

The dyes for these punches are made by three eastern manufacturers, one of whose catalogues shows in excess of 1100 distinctive patterns, which is practically the number required for use by our forces.

L. A. LEADS IN HOME OWNERS

Los Angeles, with 41.2 per cent, leads the largest cities of the United States in home-ownership, according to figures emanating from Washington last month. New York, showing a figure of but 12.7 per cent, has the questionable distinction of the fewest per capita home owners.

Following is a list of other large cities and their percentage of home ownership:

Detroit	39.5
Baltimore	36.0
Cleveland	35.9
Milwaukee	35.9
Denver	34.2
Kansas City	31.7
Philadelphia	29.4
San Francisco	28.2
Pittsburg	27.7

Pedestrian (who has been given a lift by motorist): "Thanks, but weren't you going pretty fast?"

Driver: "Fast? That was nothing; you ought to be with me when I'm alone."

CHOOSE TRAINMEN TO WORK ON SAFETY COMMITTEE

Official bulletins issued last month by the respective division superintendents stated that the following Trainmen had been selected to serve on the Safety Committee during the months of January, February and March:

Southern Division: J. H. Taylor, Conductor, L. A. St. Yard; A. H. Norris, Motorman, Santa Ana; G. A. Swanson, Conductor; Long Beach; J. Fettis, Motorman, Watts; W. A. Shepherd, Conductor, San Pedro and D. Barnett, Motorman, 8th and Hemlock.

Western Division: O. B. Glandon, Conductor, L. A. Street Yard; H. A. Gaskill, Conductor, Hill Street Station; R. W. Baugh, Motorman, Ocean Park; E. E. Jarvis, Motorman, Sherman; H. R. Allard, Conductor, Sherman and B. G. Gabbard, Motorman, Sherman.

Northern Division: C. H. Killgore, Conductor, Macy; J. S. Newman, Motorman, Pasadena; F. Upp, Conductor; Pomona; R. S. Evans, Motorman, San Bernardino; H. G. Bracken, Freight Conductor, Macy; and A. W. Callies, Motorman, Macy.

"It will their duty," stated the bulletin, "to bring up for consideration and discussion any unsafe operating practices or hazardous condition that same may be corrected.

"They will appreciate your co-operation to the extent of calling their attention to conditions or practices which appear to be unsafe or detrimental to the service."

Dealing, as does this Safety Committee, with the safety of human life, its work means much to the traveling public, employees and this railway. Not only should Trainmen take seriously their work in this connection, but all should pass to the Committee such matters as we may have observed and thought unsafe or otherwise hazardous.

'ROY' CHEEVER ADVANCED TO NEW POST WITH S. P. CO.

R. R. Cheever, for many years associated with the Pacific Electric, last month won further recognition with appointment to the position of Asst. Chief Clerk in President William Sproule's office. For six years previous he had been Secretary to Mr. Sproule.

Entering the service of this Company in Pasadena in 1906 as Stenographer in the Superintendent's office, he was advanced to similar positions in the General Manager's office, and later in the office of the Vice President. Subsequently he was Secretary to Mr. Paul Shoup, at that time Vice President of the Pacific Electric, following which he became Chief Clerk in that office. Before going to San Francisco in 1920, Cheever was Secretary to H. B. Titcomb, the then Vice President of this railway.

A legion of warm friends happily received the news of "Roy's" advancement.

Average Bus and Rail Fare in U. S.

THE average flat cash fare charged for local service on motor buses operated by 203 electric railways in the United States is 8.50 cents, according to figures just published by Aera Magazine.

Equally interesting, from the same source of information, is the fact that the rate of fare of 113 of the companies is 10 cents per ride. Further enlightenment on the bus fare question comes with the statement that 20 charge an 8 cent fare, 40 a 7 cent toll, 8 have a 6 cent fare, while 21 are trying to make their way on the time-honored jitney.

The Statistical Bureau of the American Electric Railway Association each month compiles the average cash fare charged by electric railways in cities of 25,000 population or more. For the month of October such average cash fare was shown to be 7.7056 cents.

MUCH S. P. EQUIPMENT TO BE BUILT IN CAL. SHOPS

A Christmas present in the shape of a two million and a half dollar construction program for locomotives and other rolling stock to be built in California was announced last month by George McCormick, General Superintendent of Motive Power for Southern Pacific Company.

This equipment will be constructed at the company's shops at Sacramento and Los Angeles. The large plants there will be forced to capacity production, according to McCormick, and additional mechanics and helpers will be added to both crews.

Eight powerful mountain-type locomotives designed for fast passenger service will be built at the Sacramento shops. Preliminary work is already under way and actual erection of the engines will start in near future. These locomotives will cost \$86,500 each. They will be 97 feet, 6 inches in length and will weigh 610,500 pounds each.

These engines will have capacity to pull 14 modern passenger cars, weighing 70 tons each, at 50 miles an hour up a grade of 26 feet a mile. New appliances and refinements in design will assure smooth starting and stopping, thus adding to the comfort of passengers.

In addition to the locomotives, Southern Pacific will also construct at the Sacramento shops 500 box cars at a cost of \$2270 each, 150 forty-foot flat cars at a cost of \$1720 each, and 100 fifty-foot flat cars at a cost of \$1930 per unit. At its Los Angeles shops the company will construct 50 cabooses at a cost of \$2840 per car.

STORAGE BATTERY ELECTRIC LOCOMOTIVE GIVEN TRIAL

Marking another step in electric railway engineering progress, a giant storage battery electric locomotive weighing 110 tons, the largest of its kind ever built in the United States, recently made a successful trial run from Erie to Chicago.

The trip demonstrated the ability of the storage battery type of locomotive to operate on its own power wherever there are tracks, regardless of conditions. In other words, this locomotive is a self-contained unit in that it carries its own power plant, which consists of a storage battery and an auxiliary gas engine generator set.

The battery alone weighs in excess of thirty-nine tons and is packed with sufficient power to crank 1600 automobiles simultaneously with enough left to propel the 110 tons of locomotive around for quite a while, according to Charles R. Arnold, distributor for the manufacturers. In weight it is equal to 1579 ordinary six volt radio or automobile batteries. One cell weighs 658 pounds and is half as high as the average man.

This battery, although the largest ever built for an electric locomotive, is not the largest that has been manufactured. For some time past batteries weighing 500 tons and more have been used for emergency lighting of big cities.

REPORT ON AUTO ACCIDENTS

The greatest number of automobile accidents occur during the hours of five to seven, with the level up to ten o'clock at night higher than at any time during the day. The foregoing and other interesting facts bearing on the subject were recently broadcast by the California Public Safety Conference.

Statistics compiled by this organization also showed that drivers between the age of twenty and thirty are most frequently concerned in such accidents. The so-called experienced driver is shown to be in the category of the constant offender, the records revealing that those of from three to five years' experience caused a major portion of the fatal accidents.

Out of 169 death mishaps in Los Angeles, analysis shows that but 2.36 per cent were unavoidable, carelessness being shown in almost every instance.

The Masculine Spirit

Willie had been naughty and was being sent to bed by his mother, without his supper. He was naturally aggrieved at the feminine sex and tumbled between the sheets without a word.

"Willie," she demanded, "say your prayers."

"I won't."

"Don't you want to go to heaven?"

"Nah. I'm going with papa."

It takes about 1500 nuts to hold an automobile together, but it takes only one to scatter it all over the landscape.

CHRISTMAS BRINGS FLOODTIDE OF GOOD CHEER



Christmas spirit and revelry throughout the system marked the late holiday. The center group shows Santa Ana line commuters having a little party all their own.

THERE is a Santa Claus! Employees throughout the system, again entered into the Yuletide spirit in a manner not heretofore manifested. From everywhere came an avalanche of toys and clothing for the young folk of our Mexican Camp, while the day before Christmas was marked with an outpouring of good fellowship in arranged and impromptu festivals throughout the various departments.

Again Nurse Peterson, assisted by Elsie Mortensen, proved equal to the task of assorting and distributing a mass of toys, clothing, candies, fruits,

to each of 649 children in the Camps. And it wasn't done haphazardly; the

TO DADDY BRIGGS

Blessings on you, "Daddy" dear,
Every day in all the year,
But most of all, today, because
Once more you are our Santa Claus.

With your sharp, discerning eyes
See what in these pages lies;
In every word, between the lines,
A loving Christmas Spirit shines.

From old Saint Nick we took our cue,
And turned the tables 'round on you,
So just be selfish if you can,
And spend it on one dear old man.
—Marion G. Snowden.

ages and needs of each of the little fellows, (the names of almost all of whom Mrs. Peterson knows,) was taken into consideration and distribution made accordingly. Again the young ladies of Miss Templeton's office made weird cats and dressed dolls, while many other ladies spent much time and care in assembling pictures in scrap books. Miss Vine Cahoon, Engineering Dept. and May Smith, Alpine Tavern, to our knowledge were working on these books several months before Christmas.

Venerable "Daddy" Briggs again
(Continued on Page 16)

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The December meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms on December 1 at 2 p.m. The following were absent: F. R. Fysh, G. H. Grace, C. C. Tibbetts, A. C. Russell, Glen Hatt, D. G. Gerlack, H. L. Legrand, M. T. Spencer, T. L. Wagenbach, B. F. Manley, Earl Haskell, T. J. Day, C. Thorburn and L. A. Lovell.

Club Fund	
Balance, 11-1-26	\$ 734.07
Receipts	1095.50
Total	\$1829.57
Disbursements	1477.23
Balance, 11-30-26	\$ 352.34
Relief Fund	
Balance, 11-1-26	\$ 377.40
Receipts	541.68
Total	\$ 919.08
Disbursements	596.70
Balance, 11-30-26	\$ 322.38
Unfinished Business	

President Lovell was unable to occupy his chair at the Executive Committee meeting, being out of town on business. The post was filled by F. E. Geibel at the request of Manager Vickrey.

F. E. Mayfield extended a cordial invitation to the members of the Executive Committee to come to the entertainment and dance to be given for the employees at Torrance on December 3.

By special request E. C. Thomas was present at the meeting for the purpose of explaining the policy of the Magazine to the Executive Committee. The specific reason for this explanation by Mr. Thomas was in answer to a request from F. E. Mayfield, Executive Committeeman from the Mechanical Department at Torrance, who brought up the subject of a photograph of deceased members of the Mortuary Fund in the issue of the Magazine following the date of death. Mr. Thomas carefully explained that such a procedure is not in good form and is not being done now. Likewise it, in many cases, would be almost impossible to get a good likeness of the deceased member. Mr. Thomas dwelt at some length on the history of the Magazine, which started in 1916 with an eight-page issue.

In response to a most vital question which has lain on the table for some time, viz: "A hospital for the employees of the Pacific Electric Railway Company, owned and operated by the Company," Dr. Weber was present and gave a most excellent talk on conditions as they are now and outlined briefly his hopes for the future. The Executive Committeemen were very interested in the Doctor's talk

and at the close of the same moved and seconded a motion that they as a body stood for such an institution and were ready to do all in their power to further such a project.

Mr. Martin brought up the subject of the necessity of a release from the Medical Department of an employee returning to work after an absence caused by sickness. Dr. Weber replied that this was necessary and complied with the rules of the Company.

P. E. CLUB BULLETIN

From January 15 to February 15, 1927

- Monday, January 17:**
P. E. Band rehearsal, 8 p.m.
- Wednesday, January 19:**
Trainmen's meeting, all Divisions. Will be notified by letter where to meet.
- Thursday, January 20:**
"Animal Cracker Dance" in the Ball Room at Club, 8:30 p.m.
- Friday, January 21:**
General Staff meeting, 10:30 a.m.
Vaudeville at Club, 8 p.m.
- Monday, January 24:**
P. E. Band rehearsal, 8 p.m.
- Thursday, January 27:**
Club Dance in Ball Room at Club, 8:30 p.m.
- Monday, January 31:**
P. E. Band rehearsal, 8 p.m.
- Wednesday, February 2:**
Executive Committee meeting, 2 p.m.
- Thursday, February 3:**
Club Dance in Ball Room at Club, 8:30 p.m.
- Friday, February 4:**
Vaudeville at Club, 8 p.m.
- Monday, February 7:**
P. E. Band rehearsal, 8 p.m.
- Tuesday, February 8:**
Masonic Club meeting, 7:45 p.m.
- Wednesday, February 9:**
Rod & Gun Club meeting, 8 p.m.
- Thursday, February 10:**
Club Dance in Ball Room at Club, 8:30 p.m.
- Friday, February 11:**
Car Foremen's Club meeting, 7:45 p.m., Auditorium, P. E. Club.
- Saturday, February 12:**
Agents' Association meeting, 7:45 p.m.
- Monday, February 14:**
P. E. Band rehearsal, 8 p.m.

SPECIAL CLUB DANCE

The specially featured dance given for the members of the Pacific Electric Club on January 20, will be known as "Animal Cracker Dance."

A delightful contest in which first and second prizes are to be awarded will be but one of the many enjoyable features of the evening. Club members are urged to save this evening for the "Animal Cracker Dance."

CHRISTMAS DANCE SUCCESS

The largest crowd of the year 1926 gathered at the Pacific Electric Club on Thursday evening, December 23, to greet Santa and join in the Christmas festivities given by the Club to its members.

At nine-thirty a large rug was spread on the dance floor on which a fairy dance was given by Misses Genevieve Wilcox and Viola Tone, the former a daughter of Conductor E. E. Wilcox of the Western Division. These two promising children are the proud pupils of Arnold Tamon, dancing instructor.

Immediately following the fairy dance, the large crowd was requested to form in a Grand March, and for a few moments the Ball Room was plunged in darkness in order that the curtain might be raised which displayed on the stage a beautiful Christmas tree and the immediate arrival of Santa Claus. The guests' hearty applause was answered by Santa with a cordial invitation to come forward to receive his gift. Samuel Newcomer at the opposite side of the stage handed a choice box of chocolates to everyone present. William Getz of the Car Service Bureau scored a second hit in the role of Santa.

BEGINNING DANCE CLASSES

The Pacific Electric Club wishes to announce that beginning classes in dancing started Thursday evening, January 6, at 7:30 p.m. They will be held each Thursday for several months to come.

These classes are for Club members of all ages who wish to modernize their dancing or who wish to learn to dance. No questions will be asked as to whether the student has ever been on the dance floor. There will be lessons in the waltz, fox trot and one step. Those who wish to learn the up-to-date popular dances will be taken care of by Mrs. Rockwell.

No charge is made for these lessons and the member may take as many lessons as desired.

MASONIC CLUB NOTES

Installation of officers at the next regular meeting to be held January 11, 7:30 p.m. at the Pacific Electric Club. Make it a record turnout to greet the new officers.

Officers-elect for 1927: F. E. Geibel, President; George Gilks, First Vice President; George Barclay, Second Vice President; J. E. Douglass, Third Vice President; H. G. McDonald, Treasurer; L. H. Appel, Secretary.

The last degree during 1926 was conferred upon H. P. Towle at Vermont Square Lodge, No. 515, Dec. 28, 1926.

Why?

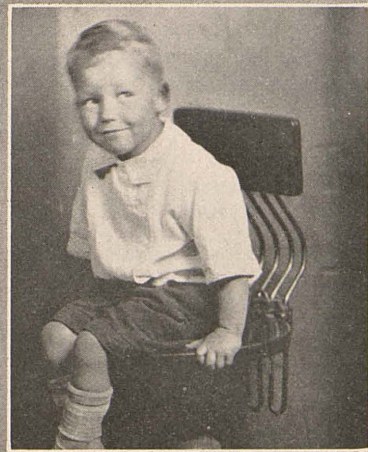
Applicant: "I'm an efficiency expert. Need one?"

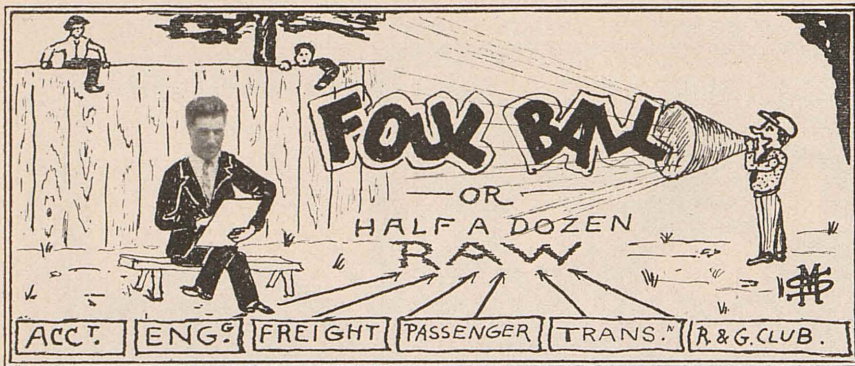
Boss: "If you are so efficient, why are you out of work?"—Exchange.



Junior Members
of the
P. E. 'Family'

- 1—Eldon, 8 yrs; Johnnie, 6; Paul, 5; James, 3 mos.; sons of J. T. Gilliam, Mill-man, Torrance.
- 2—Helen Rose Smith, 9 mos.; daughter of John B. Smith, Machinist, Torrance.
- 3—La Vaughn Harriet Simmons, 7 weeks; daughter of Claude H. Simmons, Wireman, Torrance Shops.
- 4—Floyd H. Schenk, 2 yrs.; grandson of Jos. A. Schenk, Motorman, Western Division.
- 5—Lloyd Blakely, 2 years; son of F. T. Blakely, Conductor, Southern Division.
- 6—Shirley Jean Pierson, 16 mos.; daughter of C. O. Pierson, Conductor, Southern Division.
- 7—James L. Richardson, 4 years; son of H. H. Richardson, Conductor, Western Division.





CAPTAIN Manley wishes to announce to friends, well-wishers and fellow-mourners, that on Saturday, Dec. 18th, the Gun Club did not lose their game. It was called off on account of rain.

On Saturday, Dec. 11th, 1926, two games were scheduled for one-thirty sharp, at Ross field, located in the Black Belt of Thirty-Eighth Street.

I got there about Two o'clock, so didn't have to wait only about 40 minutes.

The Accounting Dept. played the Passenger Dept.

I was in the same fix as the Arkansaw woman who watched her husband fight a bear.

She said it was the only fight she ever saw where she didn't care a darn who won.

The final score sounded like the French War debt.

The Accountants might have won, if they could have kept score themselves.

The fact that Ray Brainard umpired did not help them much either.

Two "ball-p'ayers" were disguised at bathing beauties.



They showed off their wonderful shape in abbreviated dungarees. Both are built for speed, if you know what I mean.

If they'd each close one eye, they'd look like a couple of darning needles.

The other two teams were the Transportation and Engineering Departments.

Where the Transportation Dept. showed good form is in arguments with the umpire.

The other team I dare not criticise as I would be in the position of the young man that found fault with the meal his mother served.

His father admonished him, saying: "Even if the chicken is old and tough, remember, she'll always be your mother."

Mr. Brown umpired and lent much color to the game.

In the meantime out at Manchester Ave. the Freight Dept. was beating the strong and consistent Gun Club team.

Umpire Earl Hill participated in this game. That is to say, he stopped one ball with the back of his neck.

Another ball hit him on the calf of the leg.

This last play resulted in a drop-kick. Meaning the Ump dropped and then put up a helluva a kick.

The Gun Club team hasn't won a game since the Smith Bros. quit shaving.

Two bells—take it away.

PRIZES, LADIES' NIGHT AND NEVADA JAUNT ARE TOPICS

At the regular January meeting, which will be held on Wednesday, Jan. 12th, the Club's prizes for the 1926 tournament season will be awarded to the lucky members of the Rod & Gun Club.

The first array of prizes ever offered in competition will pass into possession of the various members on this occasion and the ladies will be on hand to take charge of the trophies.

President Spafford has promised plenty of refreshments and entertainment for this meeting and a good time is assured to all.

Final details concerning the Las Vegas trip will be furnished at this meeting and the sign up sheet closed at that time, so if you are planning on making this trip Wednesday night, Jan. 12th, will be your last opportunity to sign up and make your deposit.

Come to the January meeting and bring your family along.

GOOD SCORES MADE IN FINAL SHOOT OF 1926 SEASON

The final shoot of the 1926 Tournament Season was staged over the traps at Los Cerritos Recreation Field on Sunday, Dec. 19th.

Fourteen members were on hand to round out their percentages for the year and some splendid shooting was done both in singles and doubles, as the following score will show:

	Singles	Doubles
L. R. Spafford	118x125	86x100
K. Thompson	102x125	29x 50
K. L. Oefinger	44x 50	85x100
F. L. Manley	21x 25	39x 50
W. J. Hodge	69x 75	136x200
A. B. McLeod	105x125	26x 50
I. M. Mills	136x225	14x 50
B. F. Manley	94x100	
H. Smith	116x125	
J. L. Cowley	134x150	
C. J. McDonald	76x125	
C. B. Davis	40x 50	
A. O. Williams	37x 50	
J. S. Harris	7x 25	

INDOOR BASEBALL LEAGUE TO RESUME SCHEDULE

Ho'days, rain and a football classic, occurring on Saturdays during the past month, conspired to permit but one set of games by the six teams making up the P. E. Indoor Baseball league. The delayed games are to be played during the present month, however, and there has been no perceptible loss of enthusiasm.

The games played on Saturday, Dec. 11th, resulted as follows: The Transportation Dept. strengthened its hold on first place with a 12 to 4 defeat of the Engineering Dept.; the Passenger ten ran wild over the Accountants to the tune of 31 to 15; while the Freight Department was trouncing the groggy Rod & Gun Club, the score being 10 to 7.

The next set of games is to be played Saturday, Dec. 10th, with the Freight Dept. engaging the Transportation leaders; the Rod & Gun Club versus



the Accountants, while the Engineers and Passenger teams are scheduled. The first two games will be played at the Ross Snyder Field while the latter will be staged at the Manchester playgrounds.

As seen by the standing below, the Transportation Department under the leadership of Elmer Rall, bids fair to make a run-away race of it. The Freight Department boys, however, are priming Ed. Barnes, their pitching find, to wallop the league leaders, while the Rod & Gun Club, who haven't won a game since the Smith Brothers stopped shaving," are determined to break into the win column.

Standing of the clubs as of Jan. 1st was:

Team	Won	Lost
Transportation	4	0
Passenger	3	1
Freight	2	2
Engineering	2	2
Accountants	1	3
Rod & Gun	0	4

FRUIT EXCHANGE AIDS MUCH IN CITRUS MARKETING

Securing \$98,023,031 for California citrus growers during the past season through its marketing efforts, the California Fruit Growers' Exchange topped the 1925 mark by \$5,000,000. The fact that this year's crop was marketed with such profitable results in face of serious competition due to overproduction in other fruits, reveals the far-reaching activities of the California Fruit Growers' Exchange in looking after the growers' interests.

The citrus crop for the season just past totaled 63,640 carloads—oranges, grapefruit and lemons all contributing their share. Freight and refrigeration charges amounting to \$37,195,610 were required to put this crop on the market. According to the records of the Exchange, the total sum of \$737,000,000 in fruits have been handled during the past 23 years through its agencies with only a credit loss of \$31,950 or 43/10,000 of one per cent of the total f.o.b. business. At the same time the organization has been carrying on an educational campaign which has contributed largely to whatever progress has been attained in the past and will in the future add materially to the success of their co-operative efforts.

"The Exchange marketing costs including advertising amounted to only 2.48 per cent of the delivered carload value," stated Mr. E. G. Dezell, General Manager California Fruit Growers Exchange, "which is materially lower than that for any other similar agency. The volume business of the Exchange makes possible the salaried sales organization, the national advertising, dealer service and promotion work and the complete service to growers, including many activities for the good of the whole industry, at minimum cost."

In discussing the cause for the change in marketing conditions with which the Organization is continually faced, he gave out the following facts of general interest: "Based upon census reports, each year 2,500,000 new-born Americans begin consuming;

Four Travel Tips Bring 272 Pay Passengers

SUMMER, while admittedly the most lucrative period for successful solicitation by employees, is not the only season which affords opportunity for employees to help swell revenues through tips of prospective group passenger business.

This statement is well supported by a review of the business procured by several of our ranks in recent weeks, the revenue from which was an item of moment and would have gone to other channels but for the interest of these faithfuls. Those securing this business and to whom appreciation is expressed, were: W. A. Rich, Trainmaster San Pedro, Rotary Club attendance at Orpheum, San Pedro to Los Angeles and return, 77 passengers. Mr. Rich has been very active in this work.

W. M. Brooks, Mechanical Department, Redondo Beach High School theatre party in Los Angeles; round trip movement; 50 passengers.

J. G. Rovai, Motorman, So. Div., Pasadena Elks Lodge outing to San Pedro; 95 round trip passengers.

A. C. Russell, Motorman, Western Div., Santa Monica Elks to Pasadena and return; 50 passengers.

400,000 graduate from high schools and 100,000 are leaving colleges and universities and entering upon their careers. One and a quarter million brides start housekeeping and the same number of grooms start spending their incomes in new ways—1,400,000 die yearly—and an almost equal number lose their productive capacity."

AUCTION SALE OF 1849

A vivid glimpse into the distant past is furnished in the following resurrected advertisement of one J. L. Moss of Anderson, Kentucky, who sought to sell his goods and chattels before going to Oregon. The advertisement read:

"Having sold my farm and leaving for Oregon territory by ox team, will offer, on March 1, 1849, all my personal property, to-wit:

"Two milch cows, one grey mare and colt, two ox carts, one iron plow with wood mole board, 800 feet of poplar weather boards, 1500 ten fence rails, one 60 gallon soap kettle, 85 sugar troughs made of white ash timber, ten gallons of maple syrup, two spinning wheels, 30 pounds of beef tallow, one large loom made by Jerry Wilson, 300 poles, 100 split hoops, 100 empty barrels, 32 gallon barrel of John Miller whiskey, seven years old, 20 gallons of apple brandy.

"Forty gallon copper still, four sides of oak tanned leather, one dozen pitch forks, one-half interest in tan yard, one 32 caliber rifle, bullet molds and powder, rifle made by Ben Miller; 50 gallons of soft soap, hams, bacon and lard, 40 gallons of sorghum molasses, six head of fox hounds, all soft mouthed but one.

"At the same time I will sell my six negro slaves—two men, 35 and 50 years old; two boys, 12 and 18 years old; two mulatto wenches, 40 and 30 years. Will sell all together to same party, as will not separate them."

What Your Job Is Worth

If your job pays you \$100 per month, it's worth \$20,000. That amount of money invested at 6 per cent, not a low rate by any means, would pay you no more than these wages. If you draw down \$125 a month, it's equal to a \$25,000 investment. A man with a capital of \$50,000 is regarded as pretty well off even in this day and age, but even that amount wouldn't return him a cent more than \$250 a month.—Ex.

COMPARISON OF ACCIDENTS DURING NOVEMBER, 1925 AND 1926

	Northern Division 1926-1925		Southern Division 1926-1925		Western Division 1926-1925		Motor Coaches 1926-1925	
Interferences with vehicles	127	112	95	84	200	201	32	35
Collisions and Interferences	5	2	3	3	3	1	1	2
Persons struck	2	2	3	1	5	3	0	0
Derailments	9	6	10	7	13	4	0	0
On and off moving cars	7	7	8	6	9	5	1	0
Miscellaneous	17	24	27	53	56	36	7	7
	167	153	146	154	286	250	41	44
	Inc. 14		Dec. 8		Inc. 36		Dec. 3	
			1926	1925			%	
Interferences with vehicles			454	432	22	Inc.	5.1	Inc.
Collisions and Interferences with cars			12	8	4	Inc.	50.0	Inc.
Persons struck			10	6	4	Inc.	66.7	Inc.
Derailments			32	17	15	Inc.	88.2	Inc.
On and off moving cars			25	18	7	Inc.	38.9	Inc.
Miscellaneous			107	120	13	Dec.	10.8	Dec.
TOTAL			640	601	39	Inc.	6.5	Inc.

ilege. "Why," queried Cla'a Maud, "why are they called the 'Fighting Irish'?"

"Because," I answered gently, as one would reply to a five year old, "because they are Irish."

"Is that so," questioned my much better half, "then," she continued triumphantly, "please explain this." "This" was a folded newspaper and her finger indicated a certain item. I took it, and gave it a casual glance. It was a roster of the Notre Dame players and listed among the fine old Celtic names were the following: Mayer, Boeringer, Voedisch, Dahman, Parisien, Chevigny, Benda, Leppig, Kiser, Dupelier, Golerich, Polisky, Marrelli, Duncolovic, Stein, Niemic.

Utterly crushed, I read and re-read that list of surprising names. Somehow I just couldn't visualize an Irishman named Duncolovic, front name probably Nick; and Polisky! Surely, Mr. Polisky wouldn't consider Patrick a suitable handle to prefix to the family name of Polisky.

I'll grant you that the names of Flanagan and O'Boyle appeared here and there, but how could a coupla Flanagans hope to offset Voedisch, Polisky & Co.? The Co. standing for fourteen other Czecho-Slovakians.

Hopefully I turned to the Trojan roster. Surely, thought I, these Sons of Troy would all bear honored names that would easily identify them as direct descendants of their noble ancestors who so valiantly rallied to the defense of the fair Helen.

Locates the Irish

Sure enough, I found 'em. Behrendt, Kaer, Heiser, Hershberger, Diehl, Schaub, DeGroote, Scheving, and further along a Gorrell and a Cravath, the origin of whose names, although shrouded in antiquity, might, for all I knew to the contrary have been handed down by two of the original defenders who fell for the Wooden Horse.

Cla'a Maud, with a wife's privilege, had read the Trojan roster over my shoulder. At that point she saw fit to once more give voice to her doubts. "Trojans my eye," quoth she, "Dutch, that's what they are, and, who ever heard of a Dutchman licking an Irishman, even though his name is Polisky? Erin go bragh and Ireland forever," yells my Missus.

To tell the truth, there's a bit o' Irish and a wee bit o' Scotch in Cla'a Maud's make-up. A mixture of the shamrock and the thistle; a dangerous combination. Ask the man who owns one!

So, as far as this scribe and his esposa were concerned, the game began and ended upon a house divided. The Little Woman kept up a constant stream of vocal encouragement calculated to hearten the battling Celts from South Bend, Indianny, provided they could have picked her none-too-far-reaching soprano tones from out the 79999 other voices focused upon their organs of hearing—while the writer raised his voice to its loudest

pitch in a praiseworthy effort to convey to the same young horde of barbarians that he wished them all the luck in the world—and all of it bad!

Abler pens than mine have written the detailed story of that epic struggle. I can hope to add nothing of value to what has already been written about it as such. I'm simply attempting to cover the assignment given me by the Sporting Editor of our Magazine in a manner to his liking, otherwise he won't print my stuff.

Labor of Love

He said, "Old man, write me your impressions of the Irish-Trojan game and if it's well received I'll let you cover the New Year's Classic at the Rose Bowl; you, in each instance, to provide your own entrance ticket, transportation to and from the game, necessary pencils and paper as well as such light refreshments as your system may require while the game is in progress."

So what I'm trying to do is to write my own impressions in a way that will please Paul and not displease Cla'a Maud, or at least not very much. The experience of more than a few years leads to the pessimistic conclusion that I can't hope to ever please her wholly; when I mention her in my articles I displease her—usually, and when I don't, I displease her—always.

But I digress. Let's return to the game. Kaer had just flung a thirty-eight yard pass to Behrendt, who snared it out of the climate (your true Californian never uses the word air when he can substitute a better one—one that bears the Southern California trademark), and was now streaking it for the goal line. Some back-biting son of the ould sod came up behind the speeding Trojan End, leaped upon his back and bore him to the earth. So great was Senor Behrendt's momentum when he hit the ground that he slid a yard over the goal line—Mr. "Red" Edwards, maintaining the best traditions of the Four Horse-

men, riding astride his back for the entire distance. You could see the harassed Son of Troy twist his face out of the mud and almost hear his polite warning to his rider: "You'll have to get off now—this is as far as I go."

Referee a Good Golfer

It pains me to have to record the fact that the last two yards gained by the skidding Mr. Behrendt went for naught, he being recalled to the one-yard line by an over-officious official. It is my own belief that this guy Birch was only a golfer masquerading as a referee. What else, save the passionate sense of duty that impels your true golfer to replace his divots, can explain his over-mastering indignation because of the trench ploughed in the playing field by the rooting Mr. Behrendt?

Were I Howard Jones, I'd firmly seek to bar from participation in any future games any psuedo-official who could tell the difference between a divot and a mashie.

And for sublime indifference to public opinion, coupled with a monumental disdain for all recognized conventions, what, I ask you, what could approach the behavior of the youth who tore his frenzied way across the turf carrying water to the muddied oafs at the goals while draped from head to heels in a glistening yellow oil-skin "slicker"?

Surely no true son of California del Sur would have thus advertised to the hordes of mid-western Babbitt on-lookers his fear that the few clouds floating o'er head might at any time decide to spill rain alike on the just and on the unjust there gathered? Rather let the more charitable view prevail that he was an experienced and far-seeing water boy, fully cognizant of the playful—if inelegant—habits of the true footballer who has a penchant for filling his mouth with water, then changing his mind about swallowing it, and ends up by spraying it promiscuously over the adjacent landscape, and if the unfortunate water boy happens to be a part thereof, that's his lookout.

Well, lots of incidents made a deep impression on my mind while that fortunes of war ebbed and flowed; but mostly I was impressed by the fact that the Trojans lost 13 to 12. Some experts maintain that Notre Dame won because of its football education extended to include both the head and the feet, whereas U. S. C. used its head as a somewhat convenient object of rather more than ordinary solidity upon which to hang a helmet.

You Tell 'Em

If anybody asks my opinion—which nobody will, so I'll advance it anyway—Troy lost for reasons as follows, to-wit:

Mr. H. Jones, L.L.D., P.D.Q., B. V.D., late of Iowa University, Duke ditto, Professor of Advanced Foot-

(Continued on Page 17)

Wit Picks Unbeatable Phan'om Team

SPEAKING of All-American football teams, here's the clever selection of David S. Gilmore, Jr., of Mr. Annable's office, the same having been given honorable mention in the column of Ted Cook recently:

Left EndNoahs (Ark.)
Left TackleVery (Ill.)
Left GuardTin (Kan.)
CenterIron (Ore.)
Right Guard .. Coolidge (Cal.)
Right Tackle Banks (of Wabash)
Right EndDinah (Mo.)
Quarterback Fountain (Penn.)
Left HalfbackWet (Wash.)
Right Halfback ..Cherry (Pitt.)
FullbackOh (Minn.)

THE PACIFIC ELECTRIC



MAGAZINE



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

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

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

Inventory Time

AT THIS season every good business man takes inventory.

Not only does he count and value the goods he has on hand, but if he is a wise business man, he mentally inventories his business procedures and methods of the past year—analyses them carefully to find wherein mistakes have been made. Upon completion of his inventory, he lays out his program of activity for the coming year.

In his plans for the new year, Mr. Business Man looks abroad and endeavors to forecast his business for the coming twelve months. He endeavors to see where he may find new friends and patrons; he strives to contrive new methods that will save not only for himself, but for his patrons, and he endeavors to discover new avenues in commerce over which he may pass to greater success.

In considering the methods of the business man and his relation to inventories may not we, who are a part of a very big business in the operation of this railway, find a lesson and a duty for ourselves.

Would it not be a good thing for all of us to take a personal inventory of our activities during the past year, our habits, our thoughts and of our relation to the Company we serve? Like the good business man, we may profitably use a process of elimination of those things that have not been for our good, our progress, or our service, and set up new ideals for 1927

All Progress Dependent Upon Thought Originating in Human Mind

The following sparkling excerpts were extracted from an address by President Paul Shoup before the American Bankers' Association recently:

THE welfare of the world depends upon constructive thought originating in the individual mind, and the dollar is its messenger to a creative end.

The human mind is the center of our universe. In it individually must germinate the thought that makes for all new activity. . . .

This thought may be creative, constructive and useful and then we have the useful dollar. It may be wasteful or destructive or both and then we have the dollar that destroys not only itself but others. . . .

Not only is this backing of credit carried by the dollar necessary to enable thought to create wealth, but in this work time is an element. The dollar, representing wealth in itself inert, cannot go to sleep by the wayside and still create something. . . . If it be waylaid and destroyed, the harmful effect becomes readily apparent. . . .

The dollar, diverted by taxation, no longer the possession of individual constructive thought, loses its creative character. . . .

The progress of the world, its constructive activity in every field, its advance in art, science, in literature, in every field of activity, rests upon this one thing, the maintenance of the will to create.

BUSINESS ENGLISH STUDY IS NEXT ON PROGRAMME

A course in "Business English" is the next study course to be made available to employees through the provisions made by Educational Director Hill.

Starting early in February, following completion of the advanced stenographic course, Instructor Ida M. Scott will conduct an English class in Room 711 P. E. Bldg. each Monday and Wednesday afternoon from 4:45 to 5:45 p.m.

The scope of the subject to be covered will deal with expressing ideas for effective business communications, including study of sentence structure, spelling, punctuation and use of capital letters. The forming of letters, developing ideas fully in all type of business correspondence will be discussed at length, as will also telegrams. Effective filing will likewise come in for discussion during the semester.

As in other classes conducted, attendance is open to all Pacific Electric employees, there being no expense of any kind incident to taking the course offered. Those desiring to avail themselves of this study opportunity, given at a most convenient hour, should get in touch with Mr. Hill at the P. E. Club, where he may be reached by mail, 'phone or personal call.

based upon our experiences of 1926. A determination to improve in every way on that in which we have been lacking should be included in our plans.

This is the time of the year for the erection of ideals. We may not be able to achieve in full all that we plan, but we can at least try and for every effort rightly made there must come some measure of success.

Seen About the Campus

Legs to the right of us,
Legs to the left of us,
Legs out in front of us—
How they display them!

On they go, trippingly,
Dainty and skipingly,
Frost that bites nippingly
Does not dismay them.

Straight legs and bandy ones,
Bum legs and dandy ones,
Awkward and handy ones—
Flirt with the breezes.

Round legs and flatter ones,
Thin legs and fatter ones,
Especially latter ones—
Showing their knees.

Knock-kneed and bony ones,
Real legs and phoney ones,
Silk-covered tony ones—
Second to none.

Mates and ill-sorted ones,
Straight and distorted ones,
Home and imported ones—
Ain't nature grand?
—Exchange.

The men whom I have seen succeed best in life have always been cheerful and hopeful men, who went about their business with a smile on their faces and took the changes and chances of this life like men, facing rough and smooth alike as it came.—Charles Kingsley.

The highest railway in the world, reaching the glacier atop Mt. Blanc, near 8500 feet in altitude, was opened last month. The line is a suspended aerial railway, hauling little cars along a cable. The first carload of technical engineers found the temperature 19 degrees below zero.

BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent

Los Angeles Harbor now ranks second of all American ports in exports. Custom house records show that for the month of November nearly two million dollars worth of dutiable goods were exported, or approximately \$151,000.00 in excess of the same period for November 1925.

164 Coastwise vessels carrying crews of 11,458 men, brought in 455,957 tons of cargo to this port in November; 175 vessels carrying crews of 11,670 men took out 508,033 tons of cargo. Foreign imports were 439,736 tons in 187 vessels and foreign exports 337,937 tons.

Lumber movement has been very good for the month of December, showing slight increase over the same month last year to local points in California moving by rail from the port.

Western Oil & Refining Company has been granted permit to build oil loading dock in West Basin just below their refinery. A dock is to be constructed by the Harbor Department at a cost of \$50,000.00.

The Julian Petroleum Company has also made application to the Harbor Commission to erect a loading dock and packing plant on Mormon Island. Approximate cost of plant is to be \$50,000.00. The Julian people have secured the land on which this plant is to be erected from the Banning Company.

Oil exports from San Pedro between January 1st, 1926 and December 1st, 1926, totaled 97 million barrels. Of this amount Pacific coast ports received 39 million barrels; Atlantic coast ports 27 million barrels; Oriental ports 17 million barrels; Atlantic foreign ports 13 million barrels.

The Los Angeles Ship Yard is working the largest force of men they have employed at any time within the last two years, about 1800 men. They have several large repair jobs and also have been awarded contract for constructing a new \$75,000 oil bunkering barge for the Julian Petroleum Corporation. This barge will have a carrying capacity of 7,000 barrels of oil.

The landing ferry and part of the Southern Pacific wharf, where the old Southern Pacific office was located was badly damaged by the Str. J. L. Luckenbach on Christmas day. Amount of damages approximately \$10,000.00. It seems that the ship had been loading at east bound docks on Terminal Island and on account of being heavily loaded, in pulling out from the dock the engines refused to reverse, with bad results.

The San Pedro Chamber of Commerce is starting a vigorous campaign to have the Sub Base brought back

Death By Accident Takes Howard C. Ward

THE passage from this life of Howard Charles Ward, for many years a member of the Pacific Electric staff, brought a cloud of sadness and regret to a great many of his associates in the Company and a large number of friends throughout Southern California.



Howard C. Ward

The victim of an automobile accident, Mr. Ward died on Dec. 28, his injury occurring on the 24th. Born at Montreal, Quebec, in 1871, he had attained his 55th year. Mr. Ward began service with this Company in May, 1906, with the then Los Angeles & Redondo Railway, and following the consolidation of the lines in 1911, he has occupied successively the positions of Dispatcher and Trainmaster, and at the time of his passing occupied the latter position on the Southern Division.

Gentle, kind and devoted, he was beloved by all who knew him. Loyal to every interest of his Company and of high principle, he won friends and held them. Greatly he will be missed.

Funeral services were held on Dec. 31st under the auspices of the Vermont Square Lodge No. 515, F. & A. M., of which he was a most respected member, followed by interment at Forest Lawn.

The sympathy of a host of friends is extended to Mrs. Ward in her deep sorrow.

PRIZE WINNERS ANNOUNCED

Winning first place in the stenographic contest held last month with a transcript that was 98% correct, Miss Emma Kieni, Legal Department, established a mark that others may well strive to attain. The second prize was won by Miss Vera Collins.

The test consisted of two 500-word articles dictated by Instructor Ida M. Scott at the rate of 100 words per minute, the contestants to choose one of the two to transcribe. The grading was based upon the perfection with which the article was transcribed.

Club Manager Vickrey presented each of the two winners with a very appropriate prize, Miss Kieni receiving a life-time fountain pen and Miss Collins an eversharp pencil.

and permanently located at Los Angeles Harbor. This is a matter of utmost importance to this community and would also result in considerable additional revenue to our Company from a passenger standpoint.

WILLIAM CALHOUN WHITE

Just as the Magazine went to press the death of Mr. White was announced. His passing and service will be recorded in our next issue.

CITY HEALTH CHIEF WARNS CARE IN USE OF GAS

A number of deaths recently caused by inhalation of gas fumes due to faulty or lack of proper ventilation prompted Dr. George Parrish, City Health Chief, to broadcast advice which, if followed, will prove helpful in preventing further deaths from this cause.

Above all else, Dr. Parrish emphasized the need of fresh air in every room of the home. If necessary all should don additional clothes in preference to keeping windows closed, he insisted.

Here is an enumeration of the precautions this authority cited as worthy of general adoption by the public:

1—Dispense with the rubber tube attachment to gas heaters. (One man is dead because he inadvertently kicked the hose loose from the pipe.)

2—Ventilate every room. An open window and health go hand in hand.

3—Turn off the gas at the spigot-joint in the pipe, not where the tube enters the stove or heater.

2—Sleep in rooms from which all stoves or heaters have been removed.

5—Use common sense in dealing with gas.

Dr. Parrish stated his belief that if these rules are adhered to, fatalities caused by asphyxiation will be greatly reduced. In event a victim of gas is discovered while yet breathing, the city health chief suggested that first, a doctor should be summoned; second, the victim carried at once into fresh air; third, be given artificial respiratory treatment, such as methodical moving of the arms to superinduce regular breathing; and, fourth, if necessary, a heart stimulant should be administered.

Successful in Prune Production

"Full of prunes" is an old expression in the vernacular, but almost literally true since W. H. Brown of the Electrical Department developed the side-line of prune growing and packing and began marketing his crop to some extent among Pacific Electric employees.

Several years ago Mr. Brown acquired a ranch in Bouquet Canyon above Saugus, and there he has whiled away his spare time and holidays nurturing a French prune orchard that has now matured and from which he this year produced a large crop of this delicious fruit.

Many of our employees have purchased some of the pack and commend most highly Brown's skill in curing the fruit. It is marketed under the "Bouquet" brand.

"Christmas Brings"

(Continued from Page 7)

was host to the girls of the Conductor's Accounts Bureau, distributing gifts in his breezy and inimitable manner. He was the recipient of a decorated booklet whose pages were interspersed with dollar bills and a clever poetic expression of the affection with which he is held. The poem, by Miss Marion G. Snowden, is elsewhere reproduced.

The Engineering forces held forth in a "get-together" party in the drafting room on a scale not heretofore attempted. The young ladies of the department, headed by the Misses Claire Swenson and Effie Maitland, artistically decorated a tree; Sam Florence, being made to order, was a regular old Santa in the distribution of weird and semi-appropriate gifts, of which there was one for all. Music furnished by a panatrophe through the courtesy of the Eastern Outfitting Company, created further to the spirit of the day, as well as giving relief to feet that wouldn't hold still. It was some party!

Meanwhile Fred Geibel's office force had a little party of their own, a brilliantly decorated tree, gifts, appropriate, weird and otherwise, being distributed to all. F. G. is still wondering who gave him a candy weiner.

Elsewhere throughout the system the Christmas spirit was manifest as not heretofore. It even was indulged in by patrons who regularly commute on trains, as seen in the center picture of Christmas group layout. Conductor James Ogle, Santa Ana line, is seen in the midst of a happy group of patrons. Note in the foreground their tree; it was only two feet high, but was decorated and held presents, several of which were for Mr. Ogle.

Following his usual custom, candy, fruits, nuts, cigarettes in decorated stockings were delivered by Mr. Vickrey's forces early Christmas morning to the sick in the hospital and throughout the system, as well as to retired veterans.

"There is a Santa Clause," we'd say.

MORE PICO BLVD. SERVICE

Twenty minute service on the Pico Boulevard Motor Coach Line of the Company was made effective last month during morning and evening rush hours of travel.

Making six additional round trips daily, the improved service benefits patrons of the line between the western terminus at the end of Pico Street car line and Westwood. The twenty minute frequency of service will continue from 6:00 to 9:00 a.m. and from 2:30 to 6:30 p. m. daily. In order to care for the additional service a new 29-passenger coach has been assigned to the line.

Continued heavy patronage and rapid development of the district are the reason for the improved service.

Eleven Year Commuter Sends Greetings

Pleasing indeed is the following commendatory communication from Mr. John Hisserich of the Bureau of Power and Light, especially in view of the fact that he has commuted over our lines for eleven years and knows whereof he speaks. Mr. Hisserich kindly wrote—

THE close of the year rounds out eleven years during which I have commuted every working day on the Pacific Electric line, either from Venice to Los Angeles, or from Pasadena to Los Angeles.

I would be lacking in appreciation if I did not at this time advise you that during all of those years the service on your lines has been prompt, and the treatment I received from your employees, both Motormen and Conductors, was always courteous and business-like.

I am now commuting between Pasadena and Los Angeles, on the Oak Knoll line, and wish to say that the men on this line are particularly worthy of commendation.

Wishing the Pacific Electric employees and officials a happy New Year, I remain.

ONE DEATH DURING MONTH

The unfortunate passing by accident of Howard C. Ward marked the death record among our ranks for the month of December. The untimely incident, recorded elsewhere in the Magazine, resulted in Group insurance payment to Mr. Ward's family in the sum of \$3500, together with a payment through Mortuary fund membership.

Another disability payment was arranged by the Company with the insurance company in the case of Arta H. Conner, she to receive a monthly payment of \$51.75 for thirty months or pending recovery of health.

Sixteen other employees are now receiving monthly disability payments, aggregating \$1032.20 monthly.

The printing of the New York telephone directory is the biggest single publishing job in the world. It now takes between five and six weeks to simply distribute the books to the 960,000 regular subscribers. Despite the fact that the paper used is, from time to time, improved to save weight and bulk, the last issue consisted of two volumes, weighing nearly five pounds. It has 1920 pages, with 830,000 listings. In many instances subscribers get several copies so that the total edition consists of 3,000,000 directories, requiring 500 carloads of paper.

TO REPLACE MT. LOWE CABLE

REPLACEMENT of the pulling cable on the Mt. Lowe incline is the large task which falls to the lot of Mechanical and Electrical Department forces on Monday, January 10th.

This cable change is made at intervals of two to three years, depending upon exacting observations made as to its condition. Needless to say, the full life of the cable is not taken, the replaced cable often being used in heavier duty elsewhere for many years after its removal from the incline.

J. W. Haughton, Assistant to Mechanical Superintendent, will again supervise this important installation, with I. J. Williams of the Electrical Department, on hand to direct the splicing operation. The change is made in about twenty hours.

WHAT COST TO BUILD HOME?

Some very practical information with reference to determining the cost to build the average type of home structure was contained in a recent article by Edward R. Dewey, a recognized authority on such matters. In addition to furnishing data for pre-determining the cost to construct a typical Southern California residence, the data outlines details of the nature of construction to be expected at the figure given. Quoting Mr. Dewey:

My knowledge of the square-foot cost of buildings is based on the figures given me by hundreds of builders who come to me for the solution of their financial problems. They tell me they can build houses for the following costs, including contractors' profit unless otherwise stated:

For \$2.90 a square foot, they can build an average cottage for an individual owner, with the following specifications:

Shingle roof English style, or composition roof, Spanish, ordinary stucco or hog wire, ordinary (and this always means poor) foundations, three-eighth inch hardwood floor throughout, select in the front rooms, common in the rear rooms, tile drain board, tile bathroom floor, built-in tub, wall lavatory, cheap automatic water heater, wall paper throughout or tinted walls, vertical grain Oregon pine trim, three-coat paint work, single car garage, two-strip driveway, cement walk from sidewalk to front and around to rear door.

With only one-fifteenth of the world's population, Uncle Sam is doing one-half of the world's work. He operates about one-half of the world's mileage of railways and three-fourths of all the telephone and telegraph lines; produces in round numbers about half of the world's iron, copper, oil, cotton and timber; generates 55,000,000 industrial horsepower a year and uses 68,000,000,000 kilowatt hours of electrical energy.

It is estimated he is worth \$505,000,000,000, which represent 40 per cent of the world's wealth.

"It Takes the Irish . . ."

(Continued from Page 13)

balloosy at U.S.C., has sojourned long enough within our midst to have absorbed the true spirit of California. He has learned to love a Booster and to despise those twin brothers, A. Knocker and A. Kicker. He feels so strongly on this point that he refuses to believe that either has a place on his football team. In the abstract, a most praiseworthy stand and worthy of being emulated by all. However, it can be overdone. Like the man who raised aitch when some neighboring kids had walked over his newly laid concrete driveway. To their mother's reproachful rebuke, "I always thought you loved children," he, not unreasonably, replied, "do love children in the abstract, but not in the concrete."

Stretched a trifle in its application, the story will fit in this instance. While no one loves either a knocker or a kicker, in general, each has his use in a football game; the former might have made of those two Parisien-to-Niemec passes, incompleting passes—something entirely different; while the latter might have lifted the ball over the goal after touch-down for one or two points; one to tie and two to win. Ask Mr. Jones—he knows.

And the mention of those two Irish players—Niemec and Parisien—whose co-ordinated efforts amounted to nothing short of a scandal, makes me think of something else that impressed me. First, take Ed Niemec (as a matter of fact he should have been taken out of the game, before the final quarter, but that's neither here nor there). Can you imagine any parent, or pair of parents, so lacking in prophetic vision as to give to a youth who could grab two forward passes out of the air—1 mean, climate—and ramble twice twenty yards for a winning touch-down, a front name such as, when abbreviated and coupled with his surname, would cause him to become E. Niemec?

So This is Paris!

Then about this deceitful youth Parisien—though it's too late now to do anything about him. For plumb hypocritical let-not-your-right-hand-know-what-your-left-hand-doeth stuff, that snake-in-the-grass wins the barbed wire night shirt. You'll recall that the original Paris repaid the hospitality of King Meneaus by departing between two sons with his beautiful wife Helen. Three thousand and some odd years later this half-pint edition of the first Paris—same disposition and same name except for the addition of "ien"—and still running true to form, repaid the hospitality of our Troy by handing it a kick in the pants and eloping with the object of its most cherished affection. He was in the fray about six minutes only—then he passed out—twice.

And just there, the timekeeper fired his revolver, but his aim was poor and, as far as I could see, the entire Irish team escaped unscathed. Seeing the enemy had beaten a hasty retreat, the Trojans retired in good order, it in slightly bad odor with the onlookers.

I turned to Cla'a Maud and gave her grudging credit for calling the winner. "You were right, I conceded, "it takes the Irish to beat the Dutch."

"Yes," Cla'a Maud now agreed, "the game was lost when a certain brunette Dutchman named Bryce Taylor took his own time to try for goal after touchdown with the result that he hit the entire Notre Dame team when he finally slow-motioned his toe against the ball, and again lost when that other sterling Dutchman—this time a blonde one—named Morley Drury, aimed at the goal posts instead of between 'em, and proved an excellent marksman by hitting what he aimed at."

"And," continued Cla'a Maud, "by the same token the Irish won the game when Mr. O'Parisien stabbed those two passes through the air in rapid succession into the eager embrace of that other sturdy son of the Emerald Isle, Mr. McNiemec."

"Yes," from me, "and you've overlooked one other Irishman who was a small factor in the winning of that same game." "Meaning?" prompted Cla'a Maud. And I answered, viciously, "Professor Knute O'Rockne."

Boss to office boy: The lad that was here before you was worth twice as much as you.

Did he get it?

Snow Brings Heavy Travel To Mt. Lowe Resort

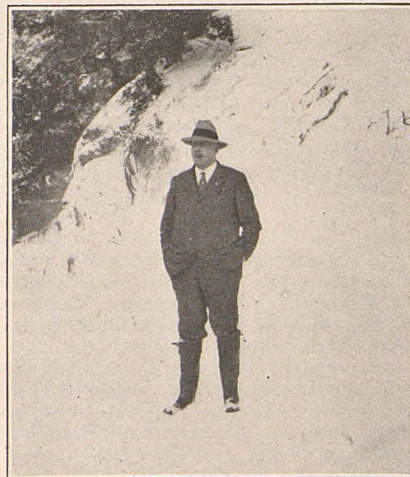
TWO HEAVY storms last month, bringing snowfall in the mountains, had the effect of making travel to Mt. Lowe heavier than it has been for any winter month in the past several years. With the first news that snow had arrived in the mountains came a multitude of inquiries as to "how much is on Mt. Lowe?" and when assured of its semi-permanency, the "big parade" began.

The first snow arrived December 8th, accompanied by a gale, blown down trees, wires, etc. The thermometer lowered to 30 degrees; the gale blowing shingles off the shelter at Inspiration Point and carrying away the sheet iron flag at Easter Rock continued for three days.

The second snow storm arrived on Thursday, Dec. 23rd, with a fall of about five inches, accompanied by another gale as bad as the preceding one, the thermometer going down to 24 degrees. The weather continued cold and the publicity given this storm over the radio and through newspaper advertisements, brought many visitors to the mountain. The Tavern was filled Christmas eve and Christmas night, dinner being served to more than 400 on Christmas Day.

New Year's Eve reservations were all taken before Christmas and the Tavern booked solid for two nights. The week between Christmas and New Year's was very busy, travel being in the vicinity of 500 people each day with fifty to seventy stop-overs each night. Many of the guests were parents and children who had never seen snow before. There is still some snow on the top of the mountain and the north side of the range has plenty.

There have been several special parties of from 40 to 60 people visit the mountain. The camp fire girls from Compton, Huntington Park and vicinity, in charge of Glen L. Fisher, Assistant Ticket Agent at Compton,



Five inches of snow attracted hundreds of visitors to Mt. Lowe last month. Tavern Manager Clark is seen looking it over.

spent the night of the 19th at the Tavern. Mr. Fisher states that he has two or three other parties in view for the near future. Following are other groups that visited the Tavern:

Dec. 3—Pasadena High School, 300 people.

Dec. 20—Hollywood Y. M. C. A., 40 people.

Dec. 28—J. O. C. Sunday School Union, 50 people.

Dec. 29—Polytechnic High School, 40 people.

ST. LOUIS FINDS TROLLEYS SUPREME IN MASS TRANSIT

Street cars must remain the backbone of city transportation service. This is the conclusion reached by the Rapid Transit Committee of the St. Louis Board of Aldermen after a two years international study of the situation. The report, going into detail as to its findings in many of the largest cities of the world, also recommends that buses should not be used in competition with electric lines, but that they can and should give supplemental aid.

For several years independent buses and electric cars have competed on St. Louis streets, partly because some city officials thought competition would improve service and keep down fares. Results have been the opposite, fares having increased and service suffered. Citizens demanded relief and the board started its exhaustive survey. Now, as a result of the report, an effort is being made to co-ordinate electric car and bus service under street railway management, thus eliminating all competition.

"There is ample evidence that street cars carry more than other agencies of transportation and with less use of streets," the Board reported. "In St. Louis during the rush hour, the automotive vehicles leaving the business district accounted for 89 per cent of the total vehicles and street cars 8 per cent, but the street cars carried 73 per cent of the total passengers, while the automobiles carried only 20 per cent.

"In the Chicago loop district, 90 per cent of the traffic consisted of automobiles and trucks that carried 26 per cent of the traveling public, while street cars that amounted to about 10 per cent of the traffic, carried 74 per cent.

"Similar figures might be continued indefinitely. A conservative estimate would place the street car riders at not less than 75 per cent of the traveling public. It would seem that their interests should have at least 75 per cent of the consideration that is given to the transportation and traffic problem.

"City transportation for the great masses of the people must continue to be provided by electric cars, supplemented by motor buses and rapid transit lines."

"Were you trying to catch that car?"

"No," said the puffing fat man, "I was just chasing it off this corner."



"Listening In" Along The Lines

By Our Correspondents

ACCOUNTING DEPT. By George Perry

The Accounting Dept. seems to have been the persistent target of Dan Cupid during the month of December, judging by the glittering fingers of various members of the fair sex in this office. All who have had their eyes on Eddie Uecker and Elsie Comontofski at noon each day; those who have heard Mary Pontius tell about her "George" (Fields), and those that Bessie Lawrence and John Dunn surprised completely, will realize that young Dan has been active.

Duane Smith, Filing and Sorting Clerk, has been added to the staff of the Freight Accounts Bureau to fill the vacancy left by Charles Brandt, who has been advanced.

The office mail is now being distributed by Charles Schmitt, the new office boy, who is performing the duties under the guidance of Charles English, who has been advanced to the voucher filing desk.

Mr. Butler, Disbursements Accounts Bureau, had a happy New Year's Day, that being the day he brought his wife home from the hospital, where she has been for the past nine weeks with a broken hip. She is now well on the road to recovery.

Daddy Briggs played Santa Claus at the Christmas party in the Conductors Accounts Bureau. He played the kind and jolly Santa Claus as he does in his every day life, with a witty remark with every present given out. The usual procedure of Santa Claus was reversed, however, when the Conductors Accounts Bureau gave him a very clever little book made by Marion Snowden, this little book had a verse especially written for Daddy Briggs and between each leaf was a new crisp dollar bill. Others of his klan gave him a silk muffler.

Byron Billhardt, Road and Equipment Bureau, has been elected as the new manager of the Accounting Dept. indoor team. Bill remarks that he

wouldn't mind his job, only there are 9 other managers on the team.

Mr. St. John, Assistant to the Auditor, spent the holidays at his ranch at Willits, Calif. He had a regular eastern Christmas with snow n'everything.

A new Comptometer operator has been added to Miss Bettis' Bureau, Miss Alice Mercer, who is helping out on the annual inventory.

We hope for the speedy recovery and return of Virginia Gray, Conductors Accounts Bureau, who has been ill for the past three weeks.

The vacations for the month of December, are as follows:

Mrs. Reed, Home.
Blanche De Vore, Denver.
Bill Keelin, Salt Lake.
L. Tighe, San Diego.
J. J. Wood, Home.
Harry Caplan, Arizona.
Ruben Hackbarth, Hollywood.
Herman (Pop) Grenke plus one new Auburn Brogham 8 equa's Some Class!

SOUTHERN DIVISION Samuel J. Mason, Passenger Director

Trainmen attending the last meeting at San Pedro were treated to a tasty stew and "trimmings", Mr. Rich being the one to whom we are indebted. Mike Connelly was elected Chairman for 1927 and hopes to bring about new attendance and other worthwhile records during the coming year.

Many of our boys are late vacationees, as the following list indicates: Motorman W. D. Yeager, Redondo Beach line, is back from a forty-day stay on his ranch in Iowa.

Motorman H. J. Bordelon spent his time in San Francisco visiting friends, while Conductor F. G. Topp aired his Buick sedan between San Francisco and San Diego.

The boys at San Pedro report that the pool tables have been repaired and are again in good shape, for which

they are grateful to Messrs. Rich and Vickrey.

Henry Bedwell, Conductor, Redondo Beach line, entertained his own and wife's folks over the holidays at his home in the beach city.

Robt. E. Lowe, Yardmaster, L. A. St. Yards, is wearing a well "oiled" smile, the occasion for his good cheer being his owning several lots in Huntington Beach which are in the big producing center located in that district in recent months. We're hap at Bob's good fortune.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

Motorman L. J. Jones, Los Angeles-Temple Line, while outbound on Run 57 about 7:20 p.m. on December 9th, checked the speed of his train to within the 15 mile speed-limit over Manzanita crossing in San Gabriel.

Just after crossing highway, Jones observed an object lying on the track at the edge of Muscatel Bridge, a short distance beyond crossing. He immediately made emergency application of air brakes and stopped train within ten feet of what proved to be a woman, thus averting a serious accident.

The moral that is emphasized here is, that it always pays to obey speed restrictions. Motorman Jones is to be commended for his alertness and for his policy of taking seriously the Company's motto—"Safety-first."

On the night of December 9th, while outbound on Run 148, South Pasadena Line, just after passing Enchandia Junction and approaching the trestle over the brick yard, Motorman S. J. Miller saw a woman with a baby in her arms, half way across the trestle. Using good judgment, Miller immediately brought his car to a complete stop.

Conductor, F. W. McKenna jumped across to other track and ran quietly up this track until he arrived opposite the woman, who seemed to be con-

fused by the beam of the car's headlight. McKenna then escorted her across the trestle to safety.

Both members of this crew are certainly worthy of the highest commendation.

G. R. Hurley, Freight Brakeman, recently returned from his vacation which he spent in making a tour north to Oakland, via the coast route, in his Pierce-Arrow.

Hurley stated that though he encountered a good deal of rain enroute and in Oakland, he had a very enjoyable trip. He stated the new paved cut-off from Camarillo to Ventura is certainly a good improvement over the old route that made it necessary for a traveler to go around by the way of Oxnard.

Trainmen of Macy Terminal wish to extend their sincere sympathy to Dispatcher C. A. Shook whose father passed away on the 15th of December.

For several years it has been necessary to put on a box motor run to handle U. S. Mail during Christmas season. This car in the past handled the mail between Los Angeles and Station A, Highland Park and Alhambra. This last season, however, the mail car served the Los Angeles branch offices only.

The crew, Conductor L. N. Velzy and Motorman C. L. Morgan, stated that the mail was very heavy and on some trips they had extreme difficulty in getting all the mail on the car.

It was gratifying to see a few clear days in the Christmas shopping season. Travel was very heavy, especially on the day before Christmas. It is surprising how many people ignore the admonition to "shop early", and wait to the last minute to add to the crush of people that crowd the business district. Delays to our service were numerous on account of the extremely heavy automobile traffic.

On Christmas Day, 1925, it was necessary to run a special oil train from Los Angeles to San Bernardino to take care of the demands for smudge oil.

On account of a succession of cold nights this last December the supply of smudge oil was nearly exhausted in the eastern district. On the Christmas afternoon just passed, a special oil train was rushed out to take care of the urgent demand for oil.

The Company's policy is to give the citrus growers the best service possible during the cold period. During this period of extreme coldness, when a consignment of smudge oil arrives in our yards, if a regular freight crew is not available no time is wasted, but an extra crew will be called for and in a few hours the oil is in the groves where it is needed.

WESTERN DIVISION By E. C. Brown

Conductor J. Howard had more than a vacation in mind on the occasion of his recent visit to Canada, it developing that he returned with a bride. Hearty congratulations.

Which reminds that the new uniform cap being worn by Motorman A. Grentz is the result of a wager with Motorman Gus Karnaghy as to who would first sever the bonds of bachelorhood. Gus lost (or won, take your choice), and paid with a smile.

Conductors L. Sheppard and L. Keith have both returned to work after a visit to relatives in the northern part of the state.

A combined vacation and delayed honeymoon was enjoyed last month by Motorman N. Weikel.

Many Trainmen have expressed their appreciation of the efforts of the Timekeeper in advancing pay-day to December 23rd, which provided the all-necessary previous to Christmas.

The recovery of Conductor Williams after an operation at the hands of our Medical Staff is good news to his many friends.

The first Trainmen's meeting of the year will be held at Sherman on Jan. 19th at 8 p.m. Several matters of importance are on the program and a big attendance is desired.

LONG BEACH & HARBOR By V. L. Swart

Asst. Foreman Fred Phlaf, San Pedro, is smoking a perfectly good box of cigars at the expense of a bunch of Morgan Avenue Radio Experts. Be it known that Fred is an experimenter and builder of radio sets. Fred had been boasting of results achieved with a certain two tube set, and the Morgan Avenue wiseacres, being mostly from Missouri, wanted to be shown. They wagered the afore mentioned box of cigars that Fred was "all wet" and journeyed out to his house one night expecting to show him up. But Fred had the set "doing its stuff" and brought in Denver and Oakland with sufficient volume to win the box of Havanas.

The ranks of the Bachelors Club at San Pedro are getting mighty thin, David Earls, Mechanical Inspector, being the latest to desert its ranks, when on December 17th he led Miss Emma Hoffman to the altar to say "I Do." Mr. and Mrs. Earls will make their home in San Pedro.

Inter-departmental co-operation is most commendable. During a recent bad trolley-break at the head end of Morgan Avenue Yards an entire trolley base was torn from the roof and left suspended by a single cable along the

side of the car. It being a ticklish job to either cut it down or haul it back on the car. Line Forman Charles Gorman and his crew volunteered their services and equipment to hoist it back on the roof, thus eliminating any possible accident to our gang who did not have the necessary equipment at hand.

Inspector I. J. Fansler, Long Beach, has just completed the building of a "B" Battery eliminator which compares favorably with any on the market. "Fan" is justly proud of his latest handiwork.

Asst. Night Foreman Wm. Griffith has returned from his annual two weeks vacation. "Bill" was certainly lucky to draw it over the Christmas holidays.

NORTHERN DIVISION PASADENA By R. S. Peterson

The last Northern Division Trainmen's Meeting held at Pasadena Dec. 15th was very largely attended and the interest manifested by Trainmen was encouraging. If your duties do not permit you to attend, write out your suggestions and place them in the suggestion box.

E. C. Fox, one of our older conductors, is breaking-in as extra relief Terminal Foreman at Pasadena.

The new routing, effective December 20th, on the Flintridge bus line offers a very scenic trip, as it traverses the Flintridge hills and passes many beautiful homes and the new Flintridge Hotel now under construction.

The extension of the Granada Park bus line, effective December 15th, in Alhambra, now makes its terminus at the Granada Park (P. E.) Station.

The change in the leaving time on the South Pasadena-Monterey Park bus line, December 15th, was made to make better connection with other lines.

As is customary on Christmas Day our company offered the use of its facilities in transporting 150 orphan children to the Colorado Theatre where they enjoyed a Christmas Party under the auspices of the Pasadena Elks.

Conductor S. W. Horton says that on his vacation trip to San Diego where the climate is unexcelled, he found it easier to break home ties than to remain away from Pasadena.

D. S. Nichols, son of Supervisor Nichols of the Northern Division, is now employed as Collector while attending the California Institute of Technology.

S. C. Perry, formerly Motorman on the Southern Division, transferred here

as motorman. He comes to us now from the Engineering Department.

N. R. Townsend, formerly employed as Motorman, sends his greetings from Houston, Texas, where he is employed with the Houston Electric Railway.

Conductor W. A. Haden, one of the older Conductors in service, is now working out of Macy Street, having bid in Run 86 on the San Bernardino.

Don't forget that your Pasadena Pacific Electric Club Committeemen are C. C. Tibbetts and C. E. Feller. Let them know if you have any suggestions you wish brought before the Club.

J. B. Rowray, formerly Superintendent at Pasadena and now Superintendent for the Northern Electric in Sacramento, paid us a visit on New Year's Day.

Have you noticed that J. C. Engle, Receiving Cashier, lost some of his avoirdupois while A. R. Reid, switchman in carhouse, was off on his vacation?

May one and all of you have a Happy and Prosperous New Year.

STORES DEPARTMENT By Fred B. Hopkins

Santa Claus, of the reverse style, called at the home of our Chief Clerk, Floyd Gill, in Torrance Christmas eve and instead of leaving tokens of the season, helped himself to several valuable pieces of jewelry, including a wrist watch and several rings. The break was one of four reported to the Torrance police as having taken place that same evening.

Allen Nichols, Storekeeper at Pasadena, has purchased a new Oldsmobile coupe, making five of this make owned by employees of the department.

The writer enjoyed a two-weeks' vacation trip to San Francisco, Portland and Seattle during the month of December. While at Portland a trip up the Columbia River Highway was enjoyed with the happy experiences of meeting former friends.

Fred Dilthey, Storekeeper at San Pedro, accompanied by his family journeyed to Orland—about 160 miles north of Sacramento, for the Christmas holiday season. On the return they spent a day and night in San Francisco.

San Francisco was a very popular objective for our folks during December, Section Storekeeper, Roy Ewing, being another who journeyed to the Northern city for over the Christmas week-end. Roy reports a delightful trip associated with experiences of an extraordinary nature, details of which may be forthcoming later.

Other vacationers during the past month were Arnold Campbell and William Jolley.

George Hudson, Assistant Storekeeper at Macy St., who was absent for about a week, owing to illness, has now returned to duty.

Miss Florence Beckwith is a new member of the personnel of the Chief Clerk's office.

Miss Irene Wilkes, daughter of Tom Wilkes, Storekeeper at Butte St., was the winner of first prize in the Dolley Drug Doll contest held at Torrance during the month of December. Mr. and Mrs. Wilkes wish to take this occasion to thank all the P. E. folks and others who contributed to making the enterprise a successful one.

NORTHERN DIVISION Eastern Lines By Mary Surr

The Christmas Season was marked this year by an exceedingly cold wave which, though in keeping with the time of the year, brought a good deal of anxiety and hard work to orange growers who had to smudge several mornings to protect their fruit. Orange shipments are moving from Highlands, Sunkist and Crown Jewel.

Asst. Freight Agent, W. G. Yates, is back at the San Bernardino Freight House after a leave of absence, during which time his place was filled by R. Kennedy.

The Frantzen Lumber Company, a new industry, has recently been located on the Highland Line and is now doing business.

Several Conductors and Motormen were sent to Macy St. to work extras on New Year's Day, at the Pasadena Flower Parade.

Conductor A. E. Babcock has returned from a trip east, occasioned by the serious illness of his father-in-law. Conductors J. M. Livingston and E. F. Cunningham are on vacation, also Motorman L. D. Jackson. Conductor L. I. Dennison and Motormen G. F. Parkins and F. E. Lord are on the sick list.

A number of employees, Eastern Lines, are planning to take advantage of the trip to Nevada early next month with the Rod & Gun Club.

Naturally

Mrs. Jones cast an entirely new light—and, it may be, a wholly reasonable one—on the problem of woman's dress the other night. She and Mr. Jones were awaiting callers, and Mr. Jones surveyed her new gown rather critically. "Isn't it a little extreme?" he suggested. "A little short and low cut?"

"Well, I don't know," said Mrs. Jones, "they are coming to see me, aren't they—not the dress?"—Argonaut.

7TH ST. WAREHOUSE By Daniel Sanchez

A happy and prosperous New Year is the greeting from Terminal Warehouse members of the P. E. family.

Earl Lowe, Checker, last month was the beaming father of another baby girl, the fourth with which his house has been blessed.

Our Yuletide joy was somewhat dampened with the sympathy we felt for Checker Wm. Turner and Car Clerk Tennant, the former having lost his 14-year old daughter, while Tennant had the loss of his father to mourn.

R. V. Rachford, Chief Car Clerk, is spending a delayed vacation at Catalina Island.

Cleve Johnson, Relief Agent, is engaged in some special work at this terminal for the Claim Department.

Here are a few New Year's resolutions we understand to have been made: (For further details question the resolvees.)

Stevadore Collett will watch closely his garage door henceforth.

James Burke, Checker, will not talk to Draymen, one in particular.

Checker Martinez will keep his eye peeled for Essexes.

Max Schmidt, Correspondent Clerk, will be on the look-out for a nice companion.

Checker Weilmuenster will leave the time card box open until 8:00 a.m.

ANOTHER SUPER LOCOMOTIVE

Announcement from Detroit states that Henry Ford's forces are building the world's largest and most powerful electric locomotive, the same to be used on the Detroit & Ironton Railway.

This super engine, which is now under construction in the power house at the Highland Park plant of the Ford Motor Company, presents a most important development in the electrification of steam railroads and at the same time is a radical departure in locomotive construction.

As might be expected, Mr. Ford has not been restricted by past practice or tendencies in the choice of electrical system and type of motive power unit for the railroad.

The locomotive is not only novel in electrical design, but embodies many new and important ideas in mechanical design. In size it will be prodigious. It will weigh 340 tons, will be 117 feet long, 15 feet high and 10 feet wide. What is more interesting still, it will have sixteen 250-horse power motors connected to 16 pairs of driving wheels, and will be capable of hauling a train of 150 or more loaded box cars.

"Hoot, mon," said the Scotchman, "it's just my confounded hard luck again; here's some medicine advertised at half price an I'm in perfect health."



Uneasy lies the head that rests on its laurels.

Young Woman: "And whose little boy are you?"

Sophisticated Willie: "Be yourself! Whose sweet mama are you?"

Doctor—What sort of a night did Major Moper spend?

Mrs. Moper—He seemed a little peevish, doctor—he asked for water several times.

Hm! Still delirious, apparently.

Teacher—"Johnny, what is a hypocrit?"

Johnny—"Boy wot comes to school wid a smile on his face."

Figuratively

Figures that have attracted men: Venus de Milo, Ruth St. Denis, Annette Kellerman.

Figures that have attracted women: \$3.98.

Different Mack

The foreman looked him up and down. "Are you a mechanic?" he asked.

"No, sorr," was the answer. "O'im a McCarthy."

So Inconsiderate

Voice Over Wire—"Madame, your husband has been run over by a truck!"

"Good heavens! On the afternoon of my bridge party!"

"Who will drive this car away for \$100?" read the sign on the dilapidated flivver in the dealer's window.

A gob passed, read it through twice, then entered the store. "I'll take a chance," he offered. "Where's the hundred bucks?"

Everything comes to him who waits, But here's a plan that's slicker; The guy who goes after what he wants Will get it that much quicker.

Young Son (to shoe clerk waiting upon his fastidious mother)—"No use showing her the first ten pairs—she won't take them."—Life.

Breathless Hunter: "Say, boy, did you see a fox run by here?"

Boy: "Yes, sir."

Hunter: "How long ago?"

Boy: "It'll be a year next Christmas."

Professor of Astronomy: "Did you observe Sirius, the dog star, closely last night?"

Movie Fan: "Yes, he was great in 'Nomads of the North,' wasn't he?"

A dentist is the only one who can tell a woman when to open and shut her mouth, and get away with it.

"Black Boy, how did you all get that soot on youah coat?"

"That ain't soot, Carbona, that's dandruff."

When a man has a birthday, he takes a day off. When a woman has one, she takes a year off.

Dentist—Where is the aching tooth located?

Girl (a theater usher)—Balcony, first row to the right.

Double-Edged Advice

"Why are you crying, young man?"

"I drank some cider—now I can't find my way home."

"Well, you musn't take it so hard."

Faith

Little Jewish Boy to Grocer—I want a pound of animal crackers without the pigs.

Customer (to head waiter)—Just for a point of information, did the waiter who took my order leave any family?

Expert Advice

She: "Men never seem to be able to look me in the eye."

He: "Then wear 'em longer."

Waster Effort

A Scotchman was found dead in front of a one-cent punching machine. The coroner found that death had been caused by overexertion.

Investigation disclosed a sign reading: "Your penny returned if you lit hard enough."

The Daily Dozen

A bride asked her husband to copy off a radio recipe she wanted. He did his best, but got two stations at once, one broadcasting the morning exercises and the other the recipe. This is what he took down:

"Hands on hips, place one cup of flour on the shoulders, raise knees and depress toes and mix thoroughly in one-half cup of milk. Repeat six times. Inhale quickly, one-half teaspoonful of baking powder, lower the legs and mash two hard-boiled eggs in a sieve. Exhale, breathe naturally and sift into a bowl.

"Attention! Lie flat on the floor and roll the white of an egg backward and forward until it comes to a boil. In ten minutes remove from the fire and rub smartly with a rough towel. Breathe naturally, dress in warm flannels and serve with fish soup."—Boston Transcript.

The Last Straw

The latest thing in men's clothes is—women.

Some men are brilliant talkers in public and others go out with their wives.

Curtain!

Sue: "This picture doesn't do me justice."

Sam: "You want mercy, not justice."

Lost or Strayed

"Your ticket," said the conductor to the slightly befuddled passenger, "is for Decatur, and this train is on the St. Louis line."

"Goodn'ss grashush!" said the passenger, "dosh th' eng'neer know he'sh on wrong railroad?"—Exchange.

Misnamed

Taxicab Driver—"Where do you get that 'Home, James' Stuff? This is a taxi—see!"

Passenger—"Pardon me, my error. Home Jesse James!"—Life.

Expensive Touch

Bricklayer: "I would not touch this job for less than \$500."

Property Owner: "Well, and how much would you charge to give the chimney a friendly pat on the back?"

Asking Plenty

Bobby had been reading Treasure Island and other pirate stories, and his mother was quite surprised when he went to say his prayers to hear him say:

"Give us this day our daily bread, Yo, ho! and a bottle of rum."

The Other Cheek

The teacher had been trying to inculcate the principles of the Golden Rule and turning-the-other-cheek.

"Now, Tommy," she asked, "what would you do supposing a boy struck you?"

"How big a boy are you supposing?" demanded Tommy.

To From of For

The Society for Pure English offers this dialogue as a warning against the careless use of prepositions:

Sick child: "I want to be read to."

Nurse: "What book do you want to be read to out of?"

Sick child: "Robinson Crusoe."

Nurse goes out and returns with "The Swiss Family Robinson."

Sick child: "What did you bring me that book to be read to out of from for?"—Exchange.

That Ended the Questioning

The landlord was asking the prospective tenant a few questions.

"Of course, you have no children?"

"No, sir."

"Any dogs or cats?"

"No, sir."

"Piano, phonograph or pianola?"

"No, sir; I have no musical instruments, though I should explain that my fountain pen squeaks rather badly, but I am willing to get rid of that if you say so."

A little rouge, a little curl,
A powder box—a pretty girl,
A little rain, and off it goes—
A homely girl with a freckled nose.

Tush, Tush.

Father: When I was your age, son,
I was glad to get dry bread to eat.
Bright 5-year-old: You're much
better off now that you are living with
us aren't you, daddy?

Unintentional

Mrs. Talkwords: "Henry, you were
talking in your sleep last night."
Henry: "Pardon me for interrupting
you".

Photographer: "Now, just look a
little more pleasant, more smiling—one
—two—three! It is done! Thank you,
Madam. You can now resume your
natural expression."

So's Your Old Man

Here's a masterpiece in collection
letters:

Dear Sir:

Who bought a set of 36x6.00 bal-
loon tires from this store last month?
You did. Who promised to be in and
pay for them the first of the month?
You did. Now what we want to know
is this: Who is a big, lying, good-for-
nothing bum? I am,

Yours very truly,

So. Auto Dealer.

Auburn stenog.—"Why the deuce do
I struggle with this piffling job?"
Blonde ditto—"Don't be discouraged;
think of the mighty oak. It was once
a nut like you."—Boston Transcript.

Propinquity

"Do you suffer from cold feet?"
the doctor asked the young wife.

"Yes," she replied.

He promised to send her some medi-
cine.

"O", she said, nervously. "They are
—not—not mine."

Definite Deficit

Teacher: "What do you understand
by the word deficit, John?"

Johnny: "It's what you've got when
you haven't as much as you had when
you had nothin'."

"Does my practicing make you
nervous?" asked the man who was
learning to play a saxophone.

"It did when I first heard the neigh-
bors discussing it," replied the man
next door "but I'm getting so now
that I don't care what happens to
you." —Tit Bits.

"I hope that you keep your cows in
a pasture," said Mrs. Newlywed as
she paid the milkman.

"Yes'm," replied the milkman, "of
course we keep them in a pasture."

"I'm so glad," gushed Mrs. Newly-
wed, "I have been told that pasteurized
milk is much the best."

Wife—"Is there no hope, doctor?"
Doc.—"I don't know madam. First
tell me what you are hoping for."

"Dress styles change so that I don't
know where to vaccinate my child,"
writes in an "Inquiring Mother." Ma-
dam, if it's a girl, puncture the bottom
of her foot—Columbus Citizen.

An editor received from a lady some
verses daintily tied up with pink rib-
bon and entitled, "I Wonder if He'll
Miss Me?" After reading them he
returned them to the sender with the
following note:

"Dear Madam—If he does he ought
never to be trusted with firearms
again."

The negro preacher's name was Ham
After his sermon a sister of his flock
greeted him with, "Brudder, what
might your name be?"

"Sister, my name is te bes' part of
the hawg."

"Brudder Chittlings, I sho' is glad
to meet you."

A Scotch farmer had agreed to de-
liver twenty hens to the local market.
Only nineteen, however, were sent, and
it was almost evening before the twen-
tieth bird was brought in by the farm-
er.

"Man," said the butcher, "you're late
with this one."

"Aye," agreed the other, "but, ye see
she didna' lay until this afternoon."

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