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Like Calls to Like

IF YOU walk as a friend, you will find a friend
wherever you choose to fare.

If you go with mirth to a far strange land, you
will find that mirth is there.
For the strangest part of this queer old world is
that like will join with like,
And who walks with love for his fellow men, an
answering love will strike.

If you walk in honor, then honest men will meet
you along the way;
But if you be false, you will find men false wherever
you chance to stray.
For good breeds good, and the bad breeds bad; we
are met by the traits we show.
Love will find a friend at the stranger's door where
hate would find a foe.

For each of us builds the world he knows, which
only himself can spoil;
And an hour of hate or an hour of shame can ruin
a life of toil.
And though to the utmost ends of earth your duty
may bid you fare,
If you walk with truth and a friendly heart, you
will find friends waiting there.

—Edgar A. Guest.

Stationery Cost Money? Just \$220.00 Daily!

Many Trivial Items Make Economy Seem Not So Important,
Yet Annual Bill of \$67,000 Shows Need of Care

By C. A. WAKEFIELD,
Stationery Storekeeper

SO TRIVIAL are a great number of the stationery items handled by this department that the constant effort made to encourage economy by users is apt to fall upon unheeding ears. Yet that reasonable economy and care by all can effect a very material saving is evident when it is stated that fully two-thirds of our whole employee personnel, to a greater or less extent, are users of stationery stock.

Few of us realize that there are constantly carried in the stationery stock a total of 1,890 individual items and that our annual bill for such material aggregate in excess of \$67,000, or roughly \$220 for each working day of the year.

Save the Wastage

To curtail, not so much what is used, but what is wasted, is the thought which predominates most in the mind of the live stationery storekeeper. The most prolific source of waste of stationery material is that which comes from carrying an excessive stock. The nature of this material is of a character that time and changing conditions exact a tremendous toll. The full life and usage cannot be obtained from items that have remained too long on hand.

To reduce this loss to a minimum all departments can aid to a great extent by contemplating their needs and ordering in only such amounts as to take care of the current month's requirements. By so doing a fresh supply is available, loss from obsolescence, dust, wrinkling, etc. is eliminated. Moreover, this department is enabled to keep down its investment of stock on hand, one of our constant endeavors. Here enters the element of service, and centrally located as we are, 6th and Los Angeles Streets, but a short interval usually elapses in filling requisitions, knowing well that prompt delivery is a big factor in the encouragement of sane ordering.

Forms Cost Most

The largest individual item of expense dispensed by the stationery store is printed forms. a fact not generally known. Once printed, paper becomes at least five times as valuable. So please bear in mind the next

time you thoughtlessly feel the urge to use a printed form as scratch paper that you are using not one sheet, but rather the equivalent of five. Care in stocking to prevent wrinkling and turning the top face down to prevent dust accumulation are two practices that would save a large sum annually if practiced by each of us.

Our method of handling and distributing material throughout the system may be of some general interest and value, further saving in this direction. It is here well to say that largely through the aid given us, in the past three years our stock on hand has been reduced from \$61,000 to \$28,000. Interest at 7% on the \$33,000 reduction in stock is an out and out saving of \$2,310. There is an additional gain of more than that amount through other channels, such as elimination of loss through deterioration, obsolescence, etc.

How Kept and Ordered

The stationery stock is arranged on shelves in alphabetical and numerical order. Each bin is numbered and bin tags are placed above the forms showing same description as that of stock sheet. Stock sheets, bin tags, master price sheets and inventory cards are made from addressograph plates by the General Store at Torrance. Tags, two inches square of each form or article are printed showing item number, price and unit. No mistake can be made if care is taken to put the correct price on the requisition as the material is removed from the bin.

Forms are arranged on the shelves so that quick count of stock on hand

may be taken at end of each month. The top pad is placed face downward on the shelf as dust and atmospheric conditions tend to ruin the top sheets if exposed.

All miscellaneous items, such as rubber bands, books, cards, erasers, pins, and pencils, etc., are arranged on the shelves in alphabetical order as nearly as possible in the order in which they appear in the stationery stock book.

When stock is taken each month the amount used during the current month is determined by deducting the balance on hand from previous month's balance. These items are thoroughly checked before passing them on to department for their approval to re-order. It is at this time that changes can be made in forms, or it may be decided to discontinue the form, or if a local form is to be replaced by standard or common standard forms at greatly reduced price.

Numbering and kinds of Paper

Every form should bear a number so that proper record may be kept on each individual items carried in stock or maintained by the consuming department.

New and special forms are referred to the Chairman of the Forms Committee (which is composed of a representative from each department) for approval. Proper investigation is made before any new form is printed, thus avoiding duplication. The duty of this committee is to determine the purpose used, and it will be found that light weight stock serves in most cases. Unless it is absolutely necessary, colored stock should never be used; space required for each item according to its importance; the size in order that economical cutting from standard sheets may be used in standard binders; the quality of paper used and method of printing.

The quality of paper used should depend upon the length of time the form must be kept and handled as a record. In ordering a new form the paper weight and quality should always be considered. Unless a form is of any important character requiring a high grade of paper, white chemical manila stock should be used, and it will



Stationery Storekeeper Wakefield and his staff at the Los Angeles Street main office of the department.

be found that light weight stock serves in most cases. Unless it is absolutely necessary colored stock should never be used because it is more expensive and tends to keep up investment in stationery.

Whenever possible forms of less importance should be printed on the back of printed form which have become obsolete, thereby obtaining greater use of paper.

Our Company has standardized on Industry Bond as we find it meets the requirements along out line of work in the Duplicating Bureau.

Master stock records are maintained by the Stationery Department in yearly loose leaf book form which may be increased or decreased according to the demands. Stock sheets are filed in these books alphabetically and numerically. Reference to these stock records at any time will reveal the amount of stock on hand and consumption each month. Stock sheets contain form number, title, purpose, unit price and average monthly consumption, followed by the amount ordered, order number, date ordered and date received.

Every department using stationery maintains the same kind of record to determine their monthly needs and to avoid surplus stock.

Handling Requisition

Every month each department in the General offices, Agents, Terminals, Mechanical and General Store Department, etc., submit a requisition of their requirements, approved by department heads.

All requisitions are received by the Stationery Storekeeper, dated, registered and passed on to stock room to be filled. The items are assembled, priced and checked before delivery by truck in the building or wrapped for shipment via Deadhead Express to outside points along our lines. The requisitions are returned to the Stationery Storekeeper each day showing date filled and any items which are to be back-ordered or special items not carried in stock which must be purchased. A service report accompanies filled requisitions advising items back-ordered, or cut in amounts considered excessive. Duplicate of service report is held in stationery department for reference.

P. E. ROD AND GUN CLUB

On account of damaged condition of road and grounds at the Los Cerritos Recreation Field, the regular monthly Blue Rock shoot will be held at Pickering Park, San Bernardino, on Monday, March 13th.

The night shoot was postponed on account of rain. A date for this shoot will be announced later.

Six-year-old Dorothy was used to hearing more or less shop talk at home, both her parents being, at one time, in the advertising business.

Last Sunday she brought home from Sunday School a Golden Text. Her mother, seeing something in her hand, asked what she had. Dorothy immediately replied, with a little shrug of her shoulders, "Oh! only an ad about God."

Large Loss Is Suffered Through Storm Damage

BRINGING more than six inches of rain in as many days, the mid-month storm of February left in its wake damage to various parts of our system estimated at \$260,000. The bulk of the havoc wrought was done to roadbed and bridge structures, being of such a severe nature as to put sections out of commission for as long as ten days pending repairs or re-construction.

The following lines and locations are those which were most damaged and disturbed: Glendale, piers weakened in Ivanhoe bridge; San Fernando Valley, 500 feet of track washed out and much roadbed weakened; Glendora, severe wash and fill at Duarte Cut; Newport-Balboa, backwater washed out road-bed at Gamewell and bridge out at Naples; San Bernardino, high water at five points; Venice Short Line, tracks submerged at Albright City and Whittier, bridge out at Walker.

The severe problems were met as the circumstances best dictated, and through re-routing of trains, employment of motor coaches and shuttle service, inconvenience to the public was held to a minimum. Our various forces worked night and day on the most severe breaks and the fine spirit displayed resulted in prompt restoration of service.

FARMING AND RAILROADS

Thomas D. Campbell, king farmer of Montana, who this year raised 418,000 bushels of wheat, 42,000 bushels of flax-seed and 25,000 bushels of oats, says:

"A sharp reduction in freight rates might impoverish some of the roads in the West. We don't want this. We want them to be prosperous so they can handle our grain as it should be handled. A 10 per cent reduction would mean a saving of only a few cents a bushel. We can send a bushel of wheat 1200 miles or more for only 20 cents. It costs a farmer almost that much for carriage, loss, etc., in getting it 20 miles to the railroad."

Mr. Campbell has the enlightened view of the rate question. Service is the prime consideration. The farmer gets his profit by intelligently increasing his unit output and reducing his own expenses; and not from freight reductions at the expense of the transportation service.

—Wilmington Journal.

An absent-minded man arrived home late and entered his bedroom, where all was dark. Suddenly he stopped.

"Who's under the bed?" he asked.

"Nobody," replied the burglar.

"Funny," muttered the man. "I could have sworn I heard a noise."

HARBOR GROWTH ACHIEVED

In outlining expectations for the future in the development of Los Angeles Harbor, Clarence H. Matson, Manager of the Chamber of Commerce Trade Extension Department, points to the past as a basis for what can and probably will be accomplished in the future. This authority shows that in a little more than a decade the exports through Los Angeles Harbor have grown from \$1,000,000 to \$100,000,000 in value and from 74,103 tons to more than 5,700,000 tons.

How this remarkable gain has been accomplished by the co-operative efforts of all parties interested is told by Mr. Matson in the following paragraph:

"Representatives of the Department of Commerce in Washington—one of them coming from Europe and the other from San Francisco—have helped to tell this story to foreign markets. Transportation men and exporters who are experienced in merchandising or shipping abroad have given the benefit of their experiences. Banks have made exhibits of products entering into foreign commerce and have advertised their facilities for handling foreign transactions. Teachers and pupils in public schools have been interested making a special study of commerce between Los Angeles and other lands. Foreign trade talks have been broadcasted over the radio. A prominent motion picture producer aided by showing a preview of a new picture portraying a glorious chapter in the early history of the American merchant marine. Ships sailing from Los Angeles to other ports around the world have carried messages of good will to other lands. Visitors have been invited to visit shipping in the harbor, and in every way the Southern California public has been made ship-minded, and a vision of what foreign trade means to the Southwest has been brought before them."

In conclusion Mr. Matson stated that "What the results of these efforts will be only the future will tell. While the past year has shown a gain of \$27,000,000 in exports, which was an increase of 37 per cent, it is hoped that the year 1927 will show a still greater increase."

CHILDREN'S CLOTHES NEEDED

With our Mexican camps sheltering the largest number of children housed at any time during the past several years, Eva C. Peterson, Nurse, has sent out an urgent call for clothing.

Discarded or outgrown children's wear for both boys and girls of varying school ages, is needed to supply many of these young folk with necessary apparel.

Miss Peterson will be glad to receive and deliver to the needy ones any bundle mailed or brought to her in the general offices of the Engineering Department.

EXISTING RULES GOVERNING ANNUAL VACATIONS

With vacation periods approaching, employees will be interested in rules governing various allowances. The statement which follows, issued by D. W. Pontius, Vice President and General Manager, covers all points that may arise and employees generally should familiarize themselves with its provisions.

1. All employees, after one year of service with the Company, will be granted annually twelve working days vacation with full pay during each year of service.

2. Vacation should be taken within the following twelve months' period. Vacations need not be taken immediately following annual date of vacation assignment, but in order that employees may obtain the greatest benefit from vacations, the time between periods should not be less than six months.

3. If exceptions are made they must be determined upon within the twelve months' period, the reasons recorded and written approval of the head of the department secured.

In no instance will an accumulation of more than twenty-four days, that is the vacations due in a twenty-four months' period, be allowed.

4. In cases where it is not possible to relieve employee at time vacation falls due and is requested, allowance will be made, if, subsequently, the employee leaves the service for any cause.

5. The vacation periods must be subject to the needs of the service, as we have obligations in that direction which have to be maintained and if for good reason it is to the interest of the Company that the employees forego the vacation during the twelve months' period, the head of department will advise the employee in writing, with copy to the Vice President, and Auditor, stating the reasons that make it necessary to defer a part or all of the twelve-day vacation, so that proper record may be made thereof and credit allowed in the next period.

6. Where pay is by the hour, full pay will be determined by the normal working hours in the department concerned during vacation period; in case of motormen conductors, trolley men, etc., by earnings from runs occupied (actually being worked) at time of vacation, subject in case of extra men, to adjustment with minimum rate of \$125.00 per month.

7. Employees on sick leave may take vacation allowance by deducting one day for each month or fraction thereof for time off.

8. Insofar as possible, seniority shall govern in selecting vacation periods but application for such vacation, in order to secure seniority, must be filed in advance for which a form has been provided.

Off Guard

Mistress—"Can you explain why it is, Mary, that every time I come into this kitchen I find you reading?"

New Maid—"It must be those rubber heels of yours, mum!"

Woman's Loss - Sad Plight Honest Man - All's Right

HONESTY always pays, but what a glorious, satisfying reward it sometimes brings!

Elderly, a stranger in the city, out of work, and with but \$29.00 as her worldly possession, a kindly, grateful old soul who lost and had returned the small sum between her and starvation, pours forth in the letter below, a heart filled with gratitude.

She tells of sympathy extended; how, unable to pay her fare, one



Leo L. Buck

Trainman paid it for her in the exciting trip to locate the treasure. She relates the return of her purse intact, and also the return of the \$2.00 she left at the station as a reward for the finder.

Honesty pays? Read the letter below and write your own answer:

"A letter of thanks from an old lady for courtesy extended me by your employees on Washington's Birthday:

"I lost my purse on a red bus coming from Beverly Hills to Los Angeles. On finding the Lost & Found Department closed, I went to the Information desk at Sixth and Main Streets, met with sympathy and courtesy and received correct information as how to proceed. I went from there to Fairfax and met with the utmost kindness from all of your employees. Finally I found Conductor Keith, who, on my description informed me that Conductor No. 2388 (Leo L. Buck) had found my purse and turned it in at Sherman Station. As I was out of work and had no money to pay my fare, Conductor Keith paid it for me. At Sherman I received my purse with contents intact, thanks to the honesty of Conductor 2388.



L. J. Keith

"I was out of work and in a strange city and as the \$29.00 was all the money I had in the world you can imagine just how thankful I was.

"I left \$2.00 as a reward for Conductor 2388 while he was out to lunch. He got back from lunch before I left Sherman Station, came out where I was waiting for a car and insisted on me taking the \$2.00 back as he had only done his duty. When I refused he said that I was out of work, while he was working. Don't you think such honesty as that deserves a reward?"

"Thanking you and your company for employing men of such honesty and who show such courtesy to an old lady in sore distress, I beg to remain,

"Your well wisher."

AUTHORITY TELLS TREND OF U. S. ELECTRIC RAILWAYS

Local transportation service is being rapidly stabilized in most cities throughout the country and warrants the serious attention of investors, stated Lucius S. Storrs, managing director of the American Electric Railway Association, in a recent address.

Electric cars for local transit are being purchased more widely than in many years, used cars are being remodeled, and buses are being added regularly in supplemental service, he said. More than two thousand new rail cars of the most modern type were bought last year, several thousand old cars remodeled and the total of buses operated brought up to 7,000. The general trend, Storrs added, is toward elimination of competition between cars and buses and co-ordinated service by both types of conveyances under electric railway managements.

Modern electric railway cars tend toward the automobile type. Deep cushioned leather seats are replacing the hard seats on many lines and wherever riding is made more comfortable business is showing an increase.

"The future local transportation of this country is going to be supplied by one management in each community which will render service by both rail cars and buses," Storrs said. "It will be protected from competition. It will be given a return, either by fares alone, or with a subsidy provided from general taxation, which will guarantee a fair return. The slipshod fare methods of pre-war days are gone, never to return. In a word, local transportation of the future conducted by electric railway managements will be run by business men on a sound business basis. It never will return to the old days of wild-cat promotion, ill-advised expansion and a fare system of 'hope and maybe.'

Rail line abandonments have been greatly exaggerated, Storrs declared. He gave official figures designed to show that the present total mileage in the United States is only four per cent less than the peak for all time. Most abandonments, he said, have been in communities of less than 25,000 where rails never should have been laid.

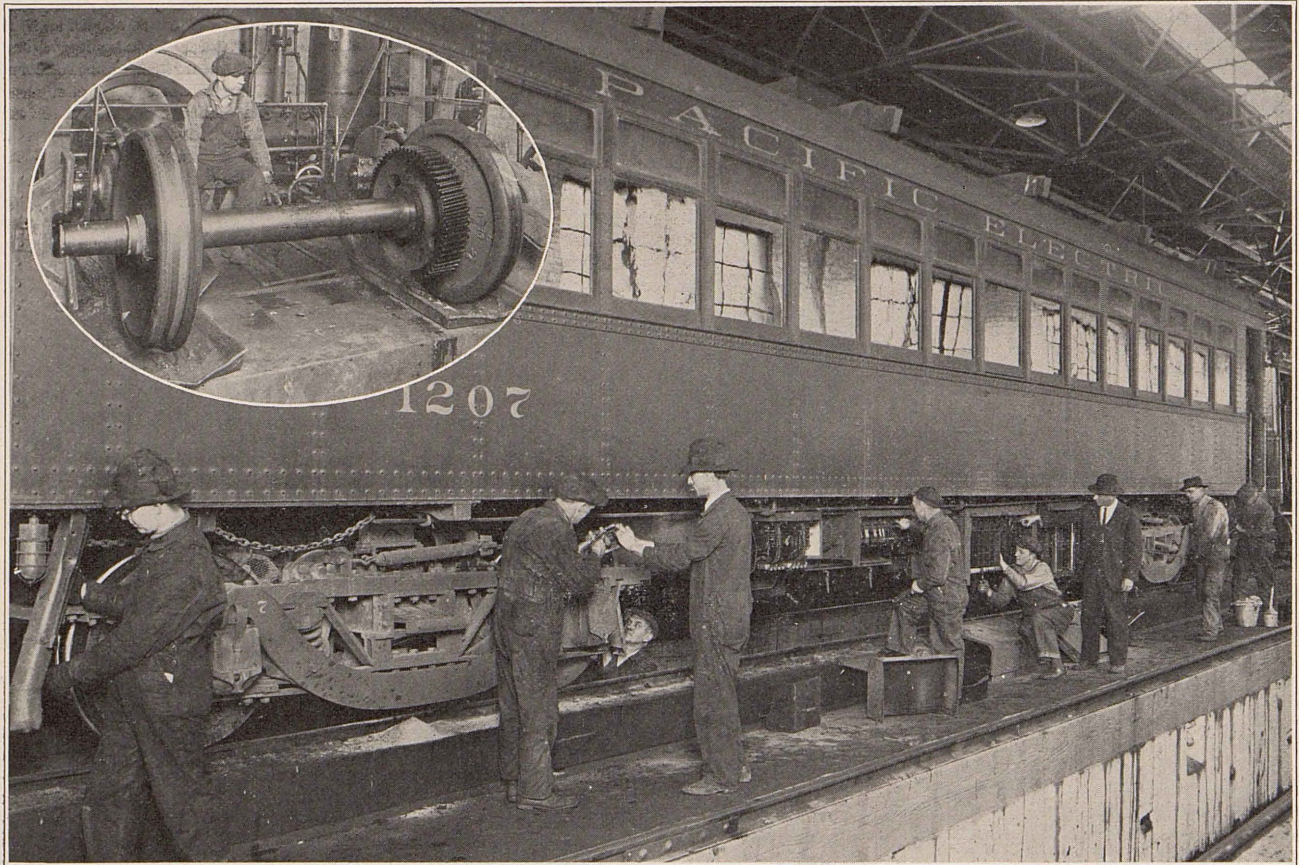
TWO DEATHS DURING MONTH

Two deaths, as against four for January, was the toll taken from our ranks during the month of February, Albert F. Hunt, retired Conductor, Western Division, and John Allen, Painter's Helper, Mechanical Department, being the victims.

Both group and mortuary insurance, to the approximate sum of \$4000, was paid to the beneficiaries named by the deceased.

Two additional disability payments were allowed by the insurance company following application made by this Company, the sum of approximately \$51 to be paid each claimant monthly. Seventeen employees are now receiving the benefits of these monthly payments, the total sum thus disbursed being \$1134.30.

HOW THE 'STITCH IN TIME SAVES NINE'



Macy Street mechanical department crews inspecting equipment. Insert shows method of grinding out flat spots on cast chilled wheels.

IN OUR LAST article we followed the cars for heavy repairs or general overhauling through the Torrance Shops. Between these shopping periods, there is a certain amount of running repairs, as well as the regular inspection and adjustments, that must be made. This work is under the supervision of the General Foremen of the respective divisions with headquarters at Macy Street, Sherman and San Bernardino.

The shops at these points are equipped to handle motor armature and field changes, compressor changes, wheel changes and minor group repairs. Light repairs from street interferences or collisions are also handled at these points. This class of work on local cars is handled at Pasadena, Long Beach, San Pedro, Riverside and Pomona. Macy Street and Sherman Shops are equipped to grind the flats out of cast chilled wheels, while this work for all other points is handled at Torrance. Torrance also bores and mounts the majority of new wheels, although the outside shops can do some of this work.

The material for running repairs is carried in stores at the shops and inspection points. At such points, when the stock carried does not justify a storekeeper, the material is handled by

Asst. Superintendent of Equipment
By F. E. GEIBEL

Mechanical Department employees and remains in store stock until actually applied. Delivery of material to these outside points is by supply car service with regular deliveries, depending on the requirements. As at Torrance, materials and delivery are under the jurisdiction of the Stores Department.

When an overhaul car is received at an outside point from Torrance it must receive a thorough inspection before being placed in service. A report is made of any unusual condition. This report, with any criticism, is forwarded to Torrance for consideration. The Torrance Shops also report on cars and equipment received for overhaul with suggestions as to better maintenance practices. Any differences of opinion as to overhaul or maintenance practices are settled at bi-monthly meetings at which the General Foremen and Torrance Shop Superintendent are present. Further co-ordination of these practices are handled by supervision through the office of Assistant Superintendent of Equipment. After this general inspection the car is released for service and the General Foreman is then responsible for the operating condition.

The outside maintenance consists of safety and mileage inspection, cleaning and running repairs. The safety or daily inspection is, as its name implies, a safety inspection and includes the examination of brakes, brake equipment, trolley, lights and signal equipment. Necessary standing tests are made to insure safe operation. The defects reported on sign-off sheet are also taken care of at this time. It is essential, therefore, that report be explicit as running defects may not develop on standing tests.

The most important inspection is that with reference to mileage. This is made on basis of 1000 to 1500 miles, depending on the class of equipment. This inspection should be thorough and in tying up cars for inspection it should be so arranged that mechanics have ample time for it. A hurried inspection cannot be thorough. The general condition of the equipment depends on the thoroughness of this examination.

This inspection includes an observation of all equipment on the car. Motors, groups and compressors must be blown out with air and cleaned; brushes checked for wear and replacement; air brake equipment tested for leaks and operation. Parts replaced on a period basis must be changed if not up to standard test. Brake rigging

hauling reflects the attention given it on inspections and certainly reliable performance of equipment can only be had by thorough inspection.

The running repairs consist of replacements of wearing parts, such as wheels, brake shoes and the like, and replacements from damage. Wheels are removed for natural wear and tear, as well as flat spots. On steel wheels these spots are welded without removing wheels from cars; on the cast-chilled wheels the remedy is grinding out the flat spot which takes off good wearing surface from the tread.

Flat Wheels Increase

With increasing city traffic and paved-tracks, the number of flat wheels has increased at an alarming rate during the last few years. In our service a high braking percentage is desirable and, even with brakes in good condition, much depends on the motorman as to speed, distance and condition of rails in helping to keep down the flat wheel expense.

The increasing traffic congestion has also added to the control maintenance. Following traffic necessitates the throw on and off of controller many more times than if the track were clear ahead. This throwing off of power is usually during acceleration and when the current to the motors is the highest. Braking these high currents causes heavy arcing at the contact point with consequent heavier renewals. Any necessary handling of controller, such as kicking on and off merely to keep car rolling, should be avoided.

Street congestion is adding to the item of fender expense. Frequently we take off for repairs fifty to sixty bent fenders per day with a total expense of \$15,000 per year. Another source of expense is keeping in condition the dash signs. These are subject to considerable abuse. Signal supplies, lamps, fuses, flags, etc., will total \$28,000 per year.

Cleaning Equipment

The general cleaning of cars is handled at the principal points, however, daily cleaning is scattered over as many points as there are storage places for equipment. The general cleaning consists of a thorough washing and cleaning inside and out and at stated periods the trucks and equipment underneath car are sprayed with paint. This painting also includes fenders, pilots and bumpers. Cars are washed outside with water on an average of every 4 to 5 days. The cleaning force must also handle the cleaning and filling of Trainmen's lanterns and tail lamps. At certain terminals the papers are picked up and necessary dusting done during the day. Cars in tripper service are swept twice daily. The cutting off of cars at outlying points complicates the cleaning problem. Our cleaning bill ran \$136,000 last year. In this we solicit the help of the Trainmen in keeping the papers off the floor and when turning in cars close all windows and doors. This can be done by Trainmen when running in on the last trip, while if put up to car cleaners requires considerable of their time.

The important item of lubrication is handled on mileage inspection, al-

Florida, a Land of Promise But Not Serious Rival

SEEING much to praise, and predicting a bright future for Florida, Mr. Pontius returned to this city, on Feb. 5th, after an extensive tour of that much-discussed state. That the United States needs both California and Florida is the contention of our executive head, and the people of this state should congratulate the southern state citizenry for their splendid efforts and accomplishments.

After giving due credit for the progress made and commenting favorably upon Florida's virtues, Mr. Pontius was not awed at the prospects of that state entering into serious competition with California.

"Competition of a real nature between California and Florida is decidedly limited," said Mr. Pontius in a press statement requested by the L. A. Examiner upon his return. "California, with its all-year marvelous climate cannot reasonably be compared with the three months splendid climate of Florida. The flat country of that state cannot be likened to the valleys and mountains of California. Florida, being only 36 hours away from New York, Chicago and Detroit, as well as the bitter cold states north of the Ohio River, will continue to be a desirable winter resort for approximately three months of the year. The farming land, which has scarcely been scratched on account of the hot summer months, will continue to be developed and eventually, as required by the increasing population of the United States, will mostly be reclaimed and placed under cultivation. However, when it comes to a place for a permanent home, the multitude of people will still come to California."

Points Visited

Traveling 7500 miles by rail, water and automobile, Mr. Pontius and his party visited all parts of the state, including Jacksonville, St. Augustine, Ormond Beach, Daytona Beach, Fort Lauderdale, Hollywood, Coral Gables, Miami, Palm Beach, Key West, Okechobee, Tampa, Clearwater, St. Petersburg, Sanford and De Land and went on to Havana and other Cuban cities.

"Except in the cities, where some evidence still remains, Florida has re-

though on some types of equipment this condition is checked on daily inspection. While oiling a car would seem to be a simple operation it is one of the most important to keep the car running without failure. Only good grades of oils and greases are used and it is essential that bearings be kept as free from dirt as it is possible to do so under existing conditions.

The check on the operating condition of the equipment is performance. Careful records are kept of failures which are analyzed as to thoroughness of inspection and performance of equipment. Much has been done in the past few years to improve performance by changes in detail parts based on these analysis.

covered from the recent hurricane," said Mr. Pontius.

"Florida is now spending \$20,000,000 on good roads, connecting up the Florida keys with the mainland, a distance of 100 miles, to Key West, for the purpose of inducing automobile owners to motor through Florida to Key West and then ship their automobiles to Havana, Cuba, which will serve as an additional attraction for Florida. Cuba is also doing some extensive road building.

"One visiting the state would scarcely know of the vast havoc caused by the winds, rain and tidal wave," he said. "The cities are cleared up, trees and shrubbery straightened out, and time will heal the damage that was done. The district damaged was decidedly limited compared in area to the state as a whole. The freeze of about six weeks ago did much damage to the citrus fruit and vegetable crops, but the trees themselves were not damaged, and a new winter vegetable crop is fast coming on; lettuce and celery, of which several thousand cars are grown, were not damaged. Frankly, the citrus fruit groves are not well kept and do not compare in any way with the wonderfully cultivated citrus groves in California. The wild real estate boom is one of the past and things have settled down to a sane and sensible basis.

Real Estate Operations

"Real estate operations are handled differently in Florida than in California. Large buses are operated, as here, by some firms, but in the elaborate, ground-floor real estate offices in the select business districts of the large cities, such as Miami, Coral Gables, Hollywood and in other cities that are being promoted, they employ large brass bands, professional singers and entertainers to draw the crowds and then lectures are given, but the lecturers heard did not misrepresent conditions.

"As far as winter travel is concerned, the state has been hard hit by the hurricane and collapse of the real estate boom. There are large numbers of hotels throughout the state that will accommodate from 400 to 1000 guests, and when we were there, during the height of the tourist season, these hotels had only from sixty to 120 guests each, except the new Breakers Hotel at Palm Beach, which was about filled to capacity.

"Fort Lauderdale and the city of Hollywood, promoted and owned by Joseph Young, formerly of Long Beach, are spending \$6,000,000 in dredging a harbor, the work being done under supervision of C. H. Windham, formerly city manager of Long Beach. This harbor is an ambitious undertaking. However, excellent progress is being made, and that district will soon have a deep sea harbor. Mr. Windham was engaged on account of his knowledge of the building of Los Angeles Harbor, and has just left for Holland to study drainage conditions there with a view of applying the information

gathered to the draining of the Everglades, inland from Hollywood.

"Florida is spending fortunes in newspaper advertising throughout the northern and eastern states. Los Angeles must not overlook this fact, and the business interests of the city and the cities tributary to Los Angeles should liberally support the All-Year Club advertising fund which is now being raised.

"The railroads have done much for Florida, but as a whole do not come up to our three great railroads—the Southern Pacific, Union Pacific and Santa Fe—serving California. The Florida lines have spent and are spending vast sums of money in trackage and equipment and operate excellent passenger service between the northern states and Florida. The state has no interurban electric lines, such as the Pacific Electric Railway.

"The people of Florida are to be congratulated on the excellent work they are doing and we of California should wish them success. The great increasing population of the United States needs both California and Florida.

"I was more than pleased to be asked in Florida and Havana about John Steven McGroarty's Mission Play, the initial performance of which will be given in the new Playhouse Saturday evening, March 5."

Father—Now, Jimmie, if you had four apples and your sister asked for half of them, how many would you have left?

Jimmie—Four.

NEW ELECTRIC LOCOMOTIVE IS DEVELOPED ABROAD

Successful experiments with a new type of electric locomotive which maintains a high speed on a current of only 200 volts has led British electrical engineers to consider the possibility of electrifying the entire railway system of Great Britain.

Under present conditions 600 volts are required to start a train. The live rails will instantly kill a person coming in contact with them. Under the new system, which is the invention of Captain William P. Durnall, a well known London consulting engineer, the same voltage is used that is required for electric lighting purposes and contact with the rail would be no more harmful than shock from an ordinary house-lighting circuit.

Moreover, it is claimed that the new electric locomotive is much cheaper to run. While 600 volts are needed to start electric trains at present, once they are underway only 200 volts are required to maintain their maximum speed. The result is that the remaining 400 volts still coming from the live rails are practically wasted.

Captain Durnall's invention utilized storage batteries to provide the additional voltage required to start the train. This reserve power is gradually and automatically cut off as the train gathers headway. When it is running at top speed the battery current stops entirely and the train runs on the 200 voltage supplied by the live rail. Meanwhile the battery is automatically re-

charged from the low voltage rail by a transformer.

It is claimed for Captain Durnall's invention that it dispenses altogether with the need of electrical sub-stations even on long routes. Highly satisfactory tests are declared to have been made with the invention on a specially constructed line near Newcastle.

WHAT THE RAILROADS DO

When the average man sets out to discuss America's present prosperity, you'll usually find him mentioning such things as improved manufacturing systems, better banking facilities, high wages and efficient advertising as the chief contributing causes. They all have their place, of course. But—don't forget the railroads.

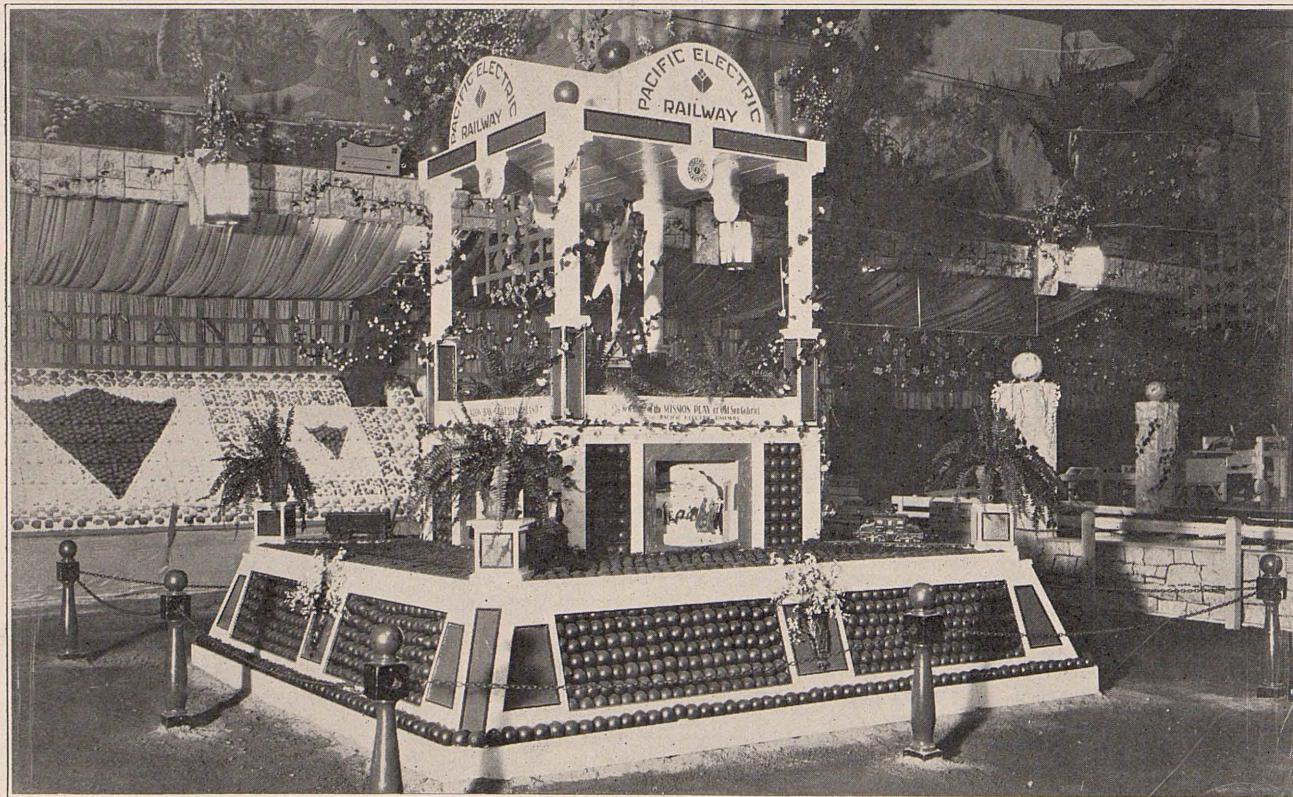
Increased efficiency on the railroads, during 1926, meant prompter and more reliable delivery of factory products to the retailer. This, in turn, enabled trade and manufacturing to develop the practices of "hand to mouth" buying, and this, in turn, conserved credit and made it more flexible.

The railroads did their job better last year than ever before. We can thank them for much of our prosperity. —San Bernardino Sun, Feb. 7, 1927.

Ready to Help

Worried Hubby: "Business is still pretty bad, dear. If you could economize a little in dresses—wear something plainer—"

Wife: "Certainly, darling. I'll order some plainer dresses the first thing in the morning!"



Depicting the many scenes of beauty on our lines the exhibit of the Pacific Electric at the San Bernardino National Orange Show last month attracted much attention. Construction was under the supervision of I. C. Wood, Electrical Department, the advertisement features being created by Geo. H. Blyth, Advertising Manager.

WHY A 42-GAL. OIL BARREL?

Why and how the 42-gallon barrel became the standard measurement for oil the world over is interestingly told in the last issue of The Record, Associated Oil Company's house organ.

One of the effects of the discovery of petroleum, says this authority, was the marketing of kerosene which contributed, by replacing whale oil, to the unprofitableness of the whaling industry. The coopers who had made casks for the whalers were therefore called upon to build barrels for the oil industry. These coopers had been in the habit of making casks of enormous size and during periods of temporary over-production of oil these great barrels were pressed into service. The effect of this was to very quickly bring to the front the question of just how much a barrel of oil should contain to pass as a standard unit.

The fact that the average barrel in use contained about 40 gallons, and the further fact that it was a convenient size, led to the forming of a trade custom, establishing the 40-gallon barrel. Some time later some of the larger producers organized and issued a statement to the trade, announcing the official adoption of the 40-gallon barrel. They also allowed two gallons tare in favor of the buyer. This two gallons was evidently to take care of waste and losses, but it was not long before buyers began to demand the two gallons as part of their barrel unit. This demand became especially insistent with the advent of the pipe line, because it meant 5% more oil for the buyer. In this way the custom became firmly fixed that the barrel of fuel oil should contain 42 gallons.

The 42-gallon barrel is now standard all over the world for the measurement of crude oil. This is a great advantage because it makes oil production statistics comparable, regardless of their source.

ROD MURPHY LEAVES RANKS

March first marked the departure from the ranks of the Pacific Electric baseball team of one of the best ball players who has ever worn the club's uniform. The player referred to is "Rod" Murphy, who left our midst to go into spring training with the Atlanta team of the Southern League.

Rod's experience as a ball player was invaluable to the team while acting in the capacity of captain. He is a hustler and inspired the rest of the team to greater efforts by his own high class work. He was never too busy or too much occupied with his own work to stop and give a word of expert advice to a teammate and many of his fellow players benefited by his coaching.

During the winter months "Rod" has been working for the Company in the Efficiency Bureau making many friends during his stay there. "Rod" will return to Los Angeles in the fall of this year and says that it is his earnest wish to again be a member of the Pacific Electric baseball team and a fellow worker in our ranks.

Power Cost To Start Trains

Start and Stop Tests Conducted on Two Car Trains Disclose Many Interesting Facts

By L. H. APPEL
Assistant Superintendent of Power

WHAT DOES it cost to start and stop a car or train, or specifically for the purpose concerned, how much electrical energy is consumed in bringing equipment from a standstill to free running speed?

Certainly an interesting and apparently simple query, but unfortunately one rather difficult to answer in a general way. The large number of variable factors necessarily entering into the determination of any specific case renders it practically impossible to arrive at an average condition within reasonable limits. The accelerating rate, road, grade, and curve conditions, schedule speed, weight and type of equipment, number of motor cars and trailers in train, line voltage and other conditions, all enter into the final determination of power consumption.

Actual Tests Made

However, the question may be answered to a satisfactory degree for comparative purposes by a study of the actual results obtained from start and stop tests conducted with various classes of equipment in actual service.

An analysis of the test data obtained will disclose considerable variation in the results obtained for each of the various classes of equipment as compared with each other, indicating the influence of the factors referred to.

The following data, which shows the cost of starting several classes of two-car trains, was obtained by determining the excess electrical energy required to start the trains, over the amount that would be consumed if the trains passed the stop at full speed. The test were conducted on straight, level track, where no slow-downs were necessary.

Class	Train Weight Tons	Max. Speed M. P. H.	Djst. Trav. over from "power off" to "full speed" ft.
A	75	40	2400
B	70	47	2640
C	82	50	3000

Class	Kw-hrs used in traveling dist. shown in column	Kw-hrs to bring train to full speed	No 4 at full speed	Excess Kw-hrs
A	3.8	1.4	2.4	
B	4.5	1.6	2.9	
C	6.4	2.2	4.2	

Using an average cost of 1.4c per kw-hr at the car, the cost of the excess electrical energy required to stop the

trains is 3.36c, 4.06c and 5.88c, respectively.

It is of interest in comparing the excess kilowatt-hours indicated in column No. 8 with that of column No. 7 to note that the amount of electrical energy required to start the trains, exceeds the amount required to run an equivalent distance indicated in column No. 4 by an amount varying from 180% to 190%.

Slow-Downs and Stops

The question of the number of starts and stops as well as slow-downs, is a very important factor in the determination of the size of motor equipment required for any particular service, especially in local service or highly congested territory where stops and starts are frequent. Slow-downs should be considered as equivalent stops, as it is necessary to apply the power to bring the equipment up to speed again. Roughly, two slow-downs may be considered the equivalent of a stop in city service, while three slow-downs would approximate the equivalent of a stop in interurban service. In congested service, it is possible for the equivalent stops due to slow-downs to exceed the number of actual stops.

PAVING COST RELIEF

A bill to relieve electric railway companies from partial cost of paving near their tracks has been introduced in the New Jersey and Pennsylvania State legislatures. Similar relief already has been given in three states and more than fifty municipalities throughout the United States.

It is predicted that before many years the entire paving cost will be removed from electric railway companies inasmuch as they no longer wear out the pavement. When electric street lines used horses they were rightly assessed the pavement repair cost, but since the passing of horse drawn vehicles the wear originally caused has ceased.

The successful man makes the best of it when he gets the worst of it.

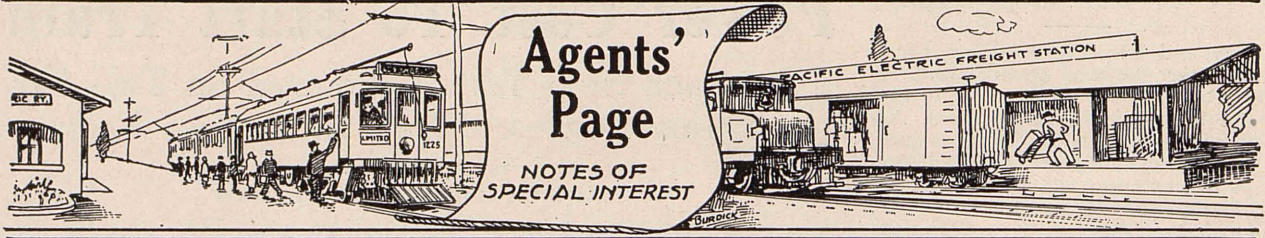
LOFTUS STATION CLOSED

The station at Loftus was closed March 1. approval of the Railroad Commission having been granted because of the showing that the volume of business did not warrant an agent at that point.

Ask Your Ma

"Pa," said Clarence, "what is a peace offering?"

"Anything from a box of candy to a fur coat, son," replied his dad.



AGENTS' ASSOCIATION DINES

The evening of February 19th featured the fifth annual banquet of the Agents' Association, when approximately 125 members and Company officers gathered around the festive board at the Masonic Club, on South Grand Avenue, writes Geo. Grace of the Efficiency Bureau.

The Northern Division agents were the honor guests of the Company by reason of having attained the highest percentage in average attendance at the regular monthly Association meetings during 1926.

The banquet hall was handsomely decorated in the Company colors, red and gold, providing an additional charm to the general decorative scheme. The menu and service were 100% plus.

The Pacific Electric orchestra, as usual, provided a very attractive program during the evening, contributing not a little to the success of the occasion, while several vocal numbers by Miss Jackie Shannon and Miss Claire Leslie were splendidly rendered and thoroughly appreciated.

At the conclusion of the dinner, President H. P. Clark, of the Association, turned the gavel over to our own Sam Bishop, toastmaster for the evening, who introduced the several speakers in his own inimitable way.

General Superintendent Annable, the first speaker, spoke of the organizing of the Association and what it had accomplished. A feature of his talk was the calling to the floor each of the members present who had served as president of the Association, C. L. Smith, C. E. Moser, Paul Mann, H. C. Bedwell, J. R. Johnson and H. P. Clark.

Vice President and General Manager Pontius, Vice President and Chief Counsel Karr, Ass't. Passenger Traffic Manager McFaul, of the Southern Pacific Co., and Superintendent Thompson, of the American Railway Express Co., made brief, but pointed talks. Dr. Walter F. Dexter, President of Whittier College, made the principal address of the evening and for nearly an hour, held his hearers in rapt attention.

The prize comic of the evening occurred from an unexpected and unbilled source. Just before those assembled seated themselves at the banquet tables, President Clark suggested the singing of "America." One member of the orchestra got off to a good start, but instead of playing "America," a vote among those present finally decided that he was playing the "Star Spangled Banner," which, together with the discordant melody pouring

forth from the apparent human voices, produced a classic never heretofore publicly rendered.

The affair was without question, one of the very best held by the Association and reflects much credit on the committee in charge, Charles P. Hill, chairman, H. O. Marler and G. F. Squires.

OFFICIAL TELLS OF AGENTS' ASSN. DURING EARLY DAYS

One of several interesting talks made at the annual banquet of the Agents' Association last month, was that of General Superintendent Annable, in which he briefly outlined the history of that organization. In relating the historical features, Mr. Annable delved back into records, told of the first meeting held, the original purpose of the organization, election of first officers and named the Presidents from the date of organization.

Briefly, the following are some of the highlights brought out in the official's talk on the subject:

The first meeting was held in the General Superintendent's office on the evening of June 3, 1915, and there were present at this meeting about 60, including Agents, representatives of the Traffic Department, the Superin-

tendents, and Assistant Superintendents.

This gathering was more for the purpose of allowing the agents an opportunity to get acquainted and the proceedings were entirely informal.

At this meeting it was considered a good plan to organize the agents into an Association. This idea was submitted to General Manager McMillan and met with his approval. A special committee, consisting of Messrs. J. Bennett, H. H. Demarest, C. L. Smith, W. F. Wiebers and E. E. Coulter met with the General Superintendent on June 26, 1915, and formulated tentative plans for the organization. The Agents' Association was formally organized July 17, 1915, in Room 209, Pacific Electric Bldg.

Joe Bennett, at that time Terminal Freight Agent, was elected the first President. J. W. Anderson, then Agent at Long Beach, was elected Vice President, and Ernest Coulter, at that time Agent at San Bernardino, was elected first Secretary.

Messrs. W. F. Firmin, Agent, Torrance; W. F. Wiebers, Agent, Santa Monica; and C. H. Jones, Agent, Alta Loma, were the committee to draft by-laws.

The first committee on programs consisted of H. C. Bedwell, Agent, Whittier; H. L. Legrand, Agent, Glendale; C. L. Smith, Agent, Azusa. (These three gentlemen still hold the same positions today.)

Presidents of the Association have been:

- 1915-16.....Joe Bennett
- 1917.....C. L. Smith
- 1918.....J. R. Johnson
- 1919.....O. D. Ashton
- 1920.....P. H. Mann
- 1921.....J. W. Mee
- 1922.....C. E. Moser
- 1923.....T. F. Mason
- 1924.....H. C. Bedwell
- 1925.....P. H. Mann
- 1926.....H. L. LeGrand
- 1927.....H. P. Clark

Good Program Arranged for Next Meeting

A FULL and interesting program has been arranged by President Clark of the Agents' Association for that body's next meeting scheduled to be held at the P. E. Club on the evening of March 12.

As will be done frequently throughout the year a traffic authority, prominent in local transportation circles, will be the principal speaker of the evening. Requests for short talks have been made of the following Agents: R. A. Cooper, Alhambra; H. M. Wright, Altadena; R. R. Richardson, Arlington; C. L. Smith, Azusa; and J. C. Winterburg, Artesia.

Brief talks will also be made by representatives of the Traffic and Transportation Departments, which together with regular routine matters, assures an instructive and worthwhile evening.

SPECIAL PARTY BUSINESS IS HEAVY DURING FEBRUARY

February, despite stormy weather prevailing for approximately one week, proved a splendid month from the standpoint of special party movements, the monthly report of F. E. Billhardt, General Agent, Passenger Department, reveals.

During the month a total of 38 special movements were handled, representing total passengers to the number of 3,661, this being the largest vol-

ume of this class of business obtained since last September.

Listed below are the class and number of each movement, from which we may gain data as to the source of party movements for transmittal of information to the Passenger Department, whenever such a movement looms:

Army and Navy movement.....	3
Chambers of Commerce.....	1
Real Estate Firms.....	3
Orchestra Movements.....	4
Filipinos arriving at L. A. Harbor	2
Lodges	1
"Miracle" Excursions.....	8
Film Companies	3
Churches	1
Schools	1
Boy Scouts.....	2
Baseball Assn.....	1
Tour Parties.....	2
State Societies.....	2
Orange Show Excursions.....	4
	—
	38

BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent

Commerce in and out of Los Angeles Harbor in January totalled \$75,438,933.00, according to the Marine Exchange, a gain of \$9,872,389.00 in value and 46,000 tons over the same month last year. Coastwise trade increased both inbound and outbound and Intercoastal registered a gain on import side but a slight decrease in exports.

Vessels numbering 601 arrived at the Harbor during month of January. Of this number, 137 were in the foreign trade, 115 Intercoastal and 304 Coastwise.

West bound Intercoastal business is good, many of the lines reporting capacity cargoes from various Atlantic Coast ports. A large part of the cargo is steel and steel products moving from the Pittsburgh District. This heavy movement indicates that the building industry in Southern California will be very active during the coming season.

The General Petroleum Corporation has purchased a site of 900 acres lying between Torrance and Watson for an oil refinery. This Company now has several large storage tanks in this vicinity and with the erection of a refinery will be in line with several of the other large oil companies at the Port. All of the large oil companies are coming to the Port with their refineries and the oil products from this port should increase.

The Fleet sailed from this Port February 17th for their annual practice with the Atlantic Fleet. It will be gone until about June 1st. Only the Battleship Tennessee is left at this port and it will go to Seattle for annual overhaul within a few days. Absence of the fleet is felt in our ticket office.

We last month handled another cargo of sulphur from Sabine, Texas, on the Union Sulphur Company Ship Henry D. Whitten, consigned to the Stauffer Chemical Company, Los Angeles. Shipment was divided between

the Union Pacific, Southern Pacific and Pacific Electric.

The California Sea Products Corporation's mother ship, F. S. Lansing, docked at the Los Angeles Shipbuilding & Drydock Company Wharf February 14th and discharged 150,000 gallons of whale oil. One car moved to El Segundo and 17 moved to Cincinnati, Ohio, consigned to the Gamble-Robinson Soap Company to be used in the manufacture of soap.

This is a new commodity to be shipped from this port and indications are that it will be a regular one in the future. This company is operating whaling boats around the San Clemente Islands and as far south as the Mexican Border.

EMPLOYEES IN HOSPITAL

Roll call at the Pacific Hospital as the Magazine went to press found the following members of the Pacific Electric forces confined therein:

H. A. Morin, Conductor; Ora Taylor, Assistant Superintendent, Southern Division; B. G. Garbbard, Motorman; Carl S. Dudley, Motorman; Frank Devasure, Brakeman; Adundas Castro, Laborer; A. J. Holt, Brake-man; Edward Foster, Motorman; E. Vacher, Conductor; R. P. Cooper, Switch Repairer; B. E. Walton, Motorman; R. C. Russell, Motorman; and E. E. Holly, Flagman.

Despite good intentions, many of us fail to visit our stricken friends. Just a five-minute visit works wonders on a sick patient, and the visitor will feel better, too, for having fulfilled his good intents.

Visiting hours at the Pacific Hospital, 1329 South Grand Avenue, are from 2:00 to 4:00 and 7:00 to 9:00 p. m. daily.

ELECTRICAL DEVICE WARNS AGAINST STORM RAVAGES

Danger to travelers caused by landslides and track washouts due to heavy storms has been completely eliminated by a newly perfected device that received its first thorough testing during the storms of last month, according to W. E. Boland, signal engineer for Southern Pacific Company.

The new device is an electrically connected fence, lightly built in twelve foot panels, firmly anchored at either end, and placed in circuit with the block signal system. This fence has been constructed above the railroad right-of-way wherever there is any possibility that unusually heavy rains may loosen earth and cause slides.

Any slide occurring would carry away the panel of fence in its path, breaking the electrical connection and automatically setting block signals that would stop any train approaching the potential danger zone.

"The 'slide fence' received a thorough testing last week," Boland said. "It absolutely removes any danger of a train running into a slide. Slides hereafter may cause delays; but they will not endanger passengers. This company's mainline trains now move under electrical and mechanical protection so complete that statistics prove passengers to be far safer on trains than in their own homes."

Business Before Pleasure

Customer: "I would like to purchase a present for my wife's birthday."

Clerk: "Would you be interested in something in silk stockings?"

Customer: "Well, let's get this present matter out of the way first."



OUR CAMP CLOTHED IN WHITE

Above is one of the reasons why the San Bernardino Mountains and the Pacific Electric Camp are going to be unusually beautiful this year.

Four feet of snow was deposited by this snow storm. Lake Arrowhead, for the first time in its existence is over-flowing through the spillways.

Plans now being made assure this season being the largest in point of attendance in the history of the Camp and so favorable are to be the inducements that we predict a filled resort throughout the summer.

Watch next issue of the Magazine for a complete announcement!

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING AT CLUB

The February meeting of the Executive Committee was held on Wednesday, February 2, at 2:00 P. M., in the Auditorium of the Club. The following were absent: F. R. Fysh, Geo. H. Grace, C. C. Tibbetts, A. C. Russell, Glen Hatt, H. L. Legrand, M. T. Spencer, Harold Kuck, T. L. Wagenbach, B. F. Manley, Wm. Moseby, W. A. McCammond, T. J. Day and John Jackson.

Club Fund

Balance, 1-1-27.....	\$ 417.94
Receipts	1,134.00
Total	\$1,551.94

Disbursements	1 317.77
Balance, 1-31-27	234.17

Relief Fund

Balance, 1-1-27	\$ 84.38
Receipts	795.38

Total	\$ 879.76
Disbursements	595.00

Balance, 1-31-27.....	\$ 284.76
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Unfinished Business

Mr. Wilcox gave a report of the entertainment and dance for employees at San Bernardino on January 18. Some two hundred employees with their families and friends gathered for the event. The music furnished by the P. E. Orchestra was unusually good.

Mr. Hodge gave a report on the Rod & Gun Club's trip to Los Vegas which lasted from Friday evening to Monday morning. The two teams taken by the Rod & Gun Club won second and fourth places. A six-car train was used to transport the Club members and for their convenience while in Los Vegas.

New Business

Mr. Mayfield asked concerning the purchase of bath tickets at Redondo Beach and was told that reduced rate tickets to the employees is yet in force.

Claude Thomas complained of the frozen condition of the water pipes on the North Glendale Line, which is the only place where Trainmen may obtain water at this place. Mr. Lovell asked to have the matter brought to the attention of Mr. Vickrey on his return to the city.

Messrs. Miller and Thomas brought up the necessity of more equipment for the Trainmen at Hill Street Terminal. At the present time there is only one small table and three benches for the thirty-five to forty men who make their reports at this terminal. Request was made for a table as large again as the one now in use, more seats and additional cuspidors.

Mr. Brown extended a cordial invitation to the Executive Committee to attend the entertainment and dance to

be given for the employees at Pomona on February 8, at 8:00 P. M.

Mr. Mayfield asked for a date during the month of February for an entertainment and dance at Torrance. The matter will be given consideration by Mr. Vickrey on his return.

P. E. CLUB BULLETIN

From March 15 to April 15, 1927

Wednesday, March 16:

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

Thursday, March 17:

"St. Patrick's Dance" in Ball Room at Club, 8:30 P. M.

Friday, March 18:

Vaudeville at Club, 8:00 P. M.

Monday, March 21:

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

Thursday, March 24:

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

Monday, March 28:

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

Thursday, March 31:

Club Dance at Club, 8:30 P. M.

Friday, April 1:

Vaudeville at Club, 8:30 P. M.

Monday, April 4:

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

Wednesday, April 6:

Executive Committee meeting, 2:00 P. M.

Thursday, April 7:

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

Friday, April 8:

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

Annual Ball Scheduled For March Date

AS THE Magazine went to press, Club Manager Vickrey was completing arrangements for the Annual Employees' Ball, this being an event given each year under the auspices of the Club.

Negotiations not having fully been completed, full information was not available, announcement now simply being to advise employees that this pleasant attraction will be held during the current month. A bulletin will subsequently be issued by Mr. Vickrey announcing the time, place and other details.

Next to our picnic, the annual ball brings out the largest attendance of any employee event staged. Preparations under way assure this year's ball being a gala event.

Saturday, April 9:

Agents' Association meeting, 7:45 P. M.

Monday, April 11:

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

Tuesday, April 12:

Masonic Club meeting, 7:45 P. M.

Wednesday, April 13:

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

Thursday, April 14:

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

GEO. WASHINGTON DANCE

The George Washington Dance which the Pacific Electric Club gave to its members on Thursday evening, February 24, registered another success.

The large crowd gathered in the ballroom at 8:30 p. m. immediately after the close of the dance lesson and, interspersed with a snappy program, all danced merrily through the evening to the splendid music of the P. E. orchestra.

Mrs. Mabel Rockwell, Dancing Instructor and Club Hostess, in a beautiful Colonial costume, with her partner, Charles A. Schmitt of the Accounting Department, dressed in a military costume of Colonial design, cleverly danced a minuet. A Colonial grand march, led by Mrs. Rockwell and Mr. Schmitt and lucky spot prizes were other features enjoyed.

ANOTHER SPECIAL DANCE

A "St. Patrick's Dance" will be held at the Pacific Electric Club on March 17, at 8:30 p. m.

The club members are requested to come in Irish costumes as plans are being made to make this event a costume ball. In previous years members appeared in costumes true to "Dear Old Ireland." However, those who do not come in costume, should wear some article of clothing emblematic of the day: a green necktie, carnation or a shamrock.

A delightful Irish dance will be given by two young ladies in Erin's costumes and special prizes will be given for the first and second most characteristic Irish costumes.

The dancing classes just preceding the weekly dances, are filled to capacity practically every week, however, those desiring to take part in these classes are urged to attend.

Perfect Gentleman

Kenneth rushed in from play with hair ruffled, clothes soiled and hands dirty, and seated himself at the table. "What would you say if I should come to the table looking as you do?" inquired his mother. Kenneth surveyed his well-groomed mother thoughtfully, then replied: "I think I'd be too polite to say anything."

Filial Loyalty

"My boy, when you grow up I want you to be a gentleman."
"I don't want to be a gentleman, pop—I wanna be like you."

THE PACIFIC ELECTRIC MAGAZINE

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

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

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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.

RELECTING the honesty and highly complimentary to the Trainmen personnel of this Company is the large number of articles turned in to our Lost & Found Department after having been left on our cars and trains. Elsewhere in the Magazine appears an article giving statistics for the past year on this subject which is convincing that our Trainmen rank and file measure up to a most commendable standard.

In addition to the honor obligation placed upon the individual finding or coming into possession of another's property, is consideration rightfully due the unfortunate loser. The real value of many articles are not to be measured by their apparent worth.

It frequently happens that the lost item is a gift or heirloom sacredly prized because of its association. Papers, with nothing in them to indicate their worth to the finder, may represent days of labor to the loser, or be the most necessary or valuable of his worldly possession with nothing to reveal their least importance. Possibly only a dress sample—but upon it may depend the completion of some woman's costume in which her whole heart is wrapped; or, the toy of a child whose heart is aching for its return.

Perhaps it is a case such as is told in this issue, elsewhere, of an elderly woman, a stranger in a strange city, whose meager purse contents represented her entire possessions.

It all resolves itself into putting into effect the Golden Rule. It pays two ways—to the one who receives, but very much greater to him who bestows!

THEY saw their duty and did it! The foregoing briefly and well expresses the splendid spirit and work carried out by our various forces in

To Appreciate the Quality of P. E. Service Travel Elsewhere, Says Editor

CITIES and communities on the Los Angeles-San Bernardino line of the Pacific Electric should congratulate themselves on possessing just about the best interurban service in the United States.

We have come to be so accustomed to this good service that it is completely taken for granted. It is only when we may be forced to travel throughout portions of the state not so well served that we begin to appreciate our own service by comparison.

The "red car" lines have been pioneers in this part of the state, and from the first have accepted the necessity of operating through a period of lean years along with the residents of the communities the company served. In many communities the Pacific Electric is operating "feeder busses," or auxiliary motor vehicles to augment the rail service, and accepting the necessity for this added system at a steady loss. No transportation company in Southern California has met conditions as courageously and intelligently as has the "red car" lines. And they have borne their own burdens without public subsidy, and have stood their share of the public taxation, from the first.

Motor transportation companies are operating in the pioneer class at present, and many communities are served in no other way. The busses have served to fill gaps where better transportation was not available. The motor bus companies are to be commended for enterprise and initiative, but they have not attained that degree of assured comfort, reliability in schedule and safety in transit that has been achieved by the well established rail lines. The "red car" system is one of our outstanding blessings in this valley, and of incalculable benefit to the growth of the valley in more ways than are at times apparent.

Reprint from Covina Argus, February 4, 1927

restoring to service lines, equipment and other facilities damaged by the raging storms that visited this district last month.

Undeterred by high water, rain, wind, cold and other discouraging conditions, our Engineering, Transportation and Electrical Department forces, who bore the brunt of correcting the havoc wrought, pitched in, worked together night and day, and quickly overcame the obstacles on the several lines that succumbed.

That our supervisory forces and others were likewise on the job is evidenced from the fact that, although it was necessary to use weakened track and other storm affected equipment, not a single accident occurred traceable to lack of precaution.

Such conditions as were courageously confronted and overcome shows the mettle of any organization and that our management is duly appreciative for the excellent work done is indeed putting it lightly.

An old countryman had been about Vancouver for some time without work, but finally got a job cutting the slabs into stove lengths.

The hazy circle at the outer edge of the circular saw had a tremendous fascination for him, and at last he put his finger over it to see just what it was. His finger came off.

As he stood gazing at the bleeding finger stump, the foreman came along. "Well what's the matter here?" he asked.

"Blime me if I know," was the reply. "You see I just put my finger over the saw like that****My gawd, there's another one gone!"—Forbes.

Doing Your Best

There's only one method of meeting life's test;

Just keep on a-striving and hope for the best.

Don't give up the ship and retire in dismay,

'Cause hammers are thrown when you'd like a bouquet.

This world would be tiresome, we'd all get the blues

If all the folks in it held just the same views.

So finish your work; show the best of your skill.

Some folks won't like it, but other folks will.

If you are leading an army, or building a fence,

Do the best that you can with your own common sense.

One small word of praise in this journey of tears

Outweighs in the balance 'gainst cart loads of sneers.

The plants that we're passing as commonplace weeds

Oft prove to be just what some sufferer needs.

So keep on a-going; don't stay standing still.

Some people won't like you, but other folks will.

—N. E. Duffy.

True Hospitality

A spinster encountered some boys in the old swimming-hole, minus everything but nature's garb, and was horrified.

"Isn't it against the law to bathe without suits on, little boys?"

"Yes'm," announced freckled Johnny, "but Jimmy's father is a policeman, so you can come on in."

Forgotten,—But Not Gone



Did you lose your ear-trumpet, milk-pail, or fire-extinguisher? Everything from prunes to pups find their way to our Lost & Found Department in charge of Miss Bessie Cronkhite.

IF YOU have lost it on a Pacific Electric car, or think you have, don't fail to call at the railway's Lost & Found Department! The chances are greatly in favor of regaining your wandering property."

The foregoing statement was broadcasted last month in the press of this district, together with other pertinent information regarding procedure for the recovery of articles lost in cur cars and stations. Failure of the public to make inquiry resulted in only 36% of the 13,899 articles found last year being returned to their owners.

As evidencing a high degree of honesty on the part of Trainmen and other employees, Miss Bessie Cronkhite, in charge of the Lost & Found Department, pointed out that of the valuable articles inquired about, fully two-thirds are returned to their owners. That a far greater proportion of such articles are turned in by employees when found, is evident from the fact that the property may have been lost elsewhere than on cars and if actually lost enroute may have been found by others.

The annual report of the department reveals some novel pranks of human nature. Women and their appurtenances account for 70% of the property found. Milady's bobbed hair (seldom called for) was found in sufficient quantity to start a mattress factory. Gloves are the most elusive article, with umbrellas and purses following in order. The purses of women found seldom contain over \$5.00, while men's wallets generally contain very considerable amounts. A box containing 49 glass eyes, valued at \$25 000 each, was the prize find of the year.

The Company maintains a Lost & Found Department in both its Main

Street and Subway Stations. All articles found are kept 60 days and if not called for in that time are turned over to the employee or individual finding them.

EDUCATOR IN SPLENDID TALK TO MASONIC CLUB MEMBERS

During February, the Pacific Electric Masonic Club held two gatherings. The regular monthly meeting and an open one for the members and their families. In addition, the Club visited the York Lodge at Watts and Golden State Lodge in Los Angeles and conferred the Master's Degree upon two fellow employees.

The open meeting held on the evening of February 25 at the Pacific Electric Club was featured by an extremely interesting talk by Bruce A. Findlay, Assistant Superintendent of Schools in Los Angeles. Mr. Findlay was also the principal speaker at the regular meeting held February 8, and his talk was so well received and considered of such importance that he was invited to address the open meeting on the same subject.

Mr. Findlay's subject pertained to the Youth of today and yesterday. The speaker particularly pointed out that the older generation has always been apprehensive of the morals and actions of the oncoming generations, and read from clippings of papers one hundred years old, illustrating this fact. Mr. Findlay's presentation of conditions as they actually exist compared with similar circumstances and conditions during past generations was wittily and logically developed to an optimistic conclusion.

The meeting was interspersed with several entertaining musical numbers

rendered by Mrs. R. L. Brainard and accompanying soloist.

The next regular meeting is to be held at the Pacific Electric Club on the evening of March 8, and will be addressed by another prominent Masonic authority on a subject of interest to all.

STEAM LINES CENTURY OLD

A fitting celebration last month was held in commemoration of the beginning of steam railroading in the western hemisphere, the distinction being one credited to the Baltimore & Ohio Railroad, by reason of its century old line, extending from Baltimore to a point on the Ohio River.

On February 28 1827, the State of Maryland authorized a newly organized company to construct a railroad from the city of Baltimore to some point on the Ohio River. This grant was the beginning of railroading in the western hemisphere.

The founders of that first railroad project were far-seeing enough to realize the value of a rail connection between the sea at Baltimore and the great mid-continental waterways transportation system which they planned to tap at the Ohio River. But perhaps the most sanguine of those first railroad builders could not have dreamed that the United States was to fill the continent from Atlantic to the Pacific within less than a century with a speed that was largely due to a rapid development of rail facilities which were to bring Baltimore almost as near to San Francisco as it then was to Boston.

The Baltimore & Ohio Railroad project took shape as swiftly as any modern undertaking. A group of business men of Baltimore, realizing that the city was losing some of its port advantages due to the development of other lines of transportation such as the Erie Canal, met on February 2, 1827.

Ten days after that first conference certain business men who were most interested were summoned to meet at the residence of George Brown "to take into consideration the best means of restoring to the city of Baltimore that portion of the western trade which has lately been diverted from it by the introduction of steam navigation and by other causes."

CHILDREN'S CLOTHES NEEDED

With our Mexican camps sheltering the largest number of children housed at any time during the past several years, Eva C. Peterson, Nurse, has sent out an urgent call for clothing.

Discarded or outgrown children's wear for both boys and girls of varying school ages, is needed to supply many of these young folk with necessary apparel.

Miss Peterson will be glad to receive and deliver to the needy ones any bundle mailed or brought to her in the general offices of the Engineering Department.

ACTIVITIES OF STATE R. R. COMMISSION OUTLINED

The functions and powers of the California State Railroad Commission were outlined in a recent address by Leon O. Whitsell, Commissioner, in an address before the City Club. As the subject is one of general interest we quote below some excerpts from the address made on that occasion:

"The Railroad Commission has supervision and regulation over the rates, service, finance, facilities and extensions of all public utilities in the State, excepting municipally-owned utilities," stated Commissioner Whitsell. "There are approximately 1819 public utilities under the jurisdiction of the commission.

"The commission is a constitutional body and can do no arbitrary act. It must arrive at decisions absolutely in accordance with the law and the evidence introduced at public hearings. In a rate case we find one of our principal limitations, and if, in fixing the rate of a public utility, we fix the rate so low that the Supreme Court may say that we have, by that act, confiscated the property of the utility, then our act is of no force or effect," continued Mr. Whitsell.

"Since 1912 the Railroad Commission of California has rendered about 16,000 decisions. Of that number, 165 have been appealed to the Supreme Court of this State or to the Federal court, and of cases appealed there have been only eleven reversals.

"Since 1912 the commission has authorized the issuance of about \$2,000,000,000 of securities by different utilities. In the fiscal year ending in 1925, there were issues authorized approximating \$175,000,000. In 1923 the commission reduced the rates of the public utilities approximately \$20,000,000. In 1924 it reduced rates nearly \$6,000,000, in 1925 there was a reduction approximating \$2,000,000, while in 1926 there has been a reduction which approximates a saving to the people of the State of \$2,000,000.

"The Railroad Commission of California does not guarantee a certain return on investments, regardless of extravagant investment or cost of operation. Under the law we are compelled to grant a rate which will give a fair return upon the reasonable value of the property. The commission has in the past acted as the champion of the people before the Interstate Commerce Commission."

Mr. X was a prominent member of the B. P. O. E. At the breakfast table the other morning he was relating to his wife an incident that occurred at the lodge the previous night. The president of the order offered a silk hat to the brother who could truthfully say that during his married life he had never kissed any woman but his own wife. "And would you believe it, Mary?—not a one stood up."

"George," his wife said. "why didn't you stand up?"

"Well," he replied, "I was going to, but you know, dear, I look like hell in a silk hat."

Prominent Bankers Make a Tour Over Our Lines

SEEKING first hand information concerning past and future developments of the west, as well as making an inspection of Southern Pacific properties in the western states, Jas. S. Alexander, Chairman of the Board, National Bank of Commerce in New York, and J. Howard Ardrey, Vice President of the same nationally known financial institution, were visitors to Los Angeles for a stay of several days last month. Mr. Alexander is also a member of the Executive Committee, Board of Directors, Southern Pacific Company.

Preliminary to several extensive observation tours in and around Los Angeles these distinguished visitors were luncheon guests at what was said to be the most influential group of financiers and notable business men ever assembled at one gathering in this city. The list of guests included the Presidents of New York, Chicago and Los Angeles banks; President of one of the largest insurance companies; the largest manufacturer of chain and steel wire; a leading international banker; an automobile manufacturer; two railroad directors and the head of the largest system of investment houses in this country. Eight of the out-of-town guests alone represented banks and corporations with total assets of more than six billion dollars.

Having heard and seen through other channels of the remarkable strides made in development throughout the west, Mr. Alexander's visit fulfilled his desire to witness at first hand the development which has transpired since his journey to the coast a number of years ago. While he is conversant with our resources and has kept in close touch with western progress through frequent visits of representative bankers and business men to New York, Mr. Alexander came to actually see for himself the results of developments in recent years. Following their Southern California stay, Messrs. Alexander and Ardrey journeyed to San

Francisco for an observation tour of the bay district, after which they continued northward to Portland.

The National Bank of Commerce in New York, of which Mr. Alexander is the head, is one of the great banks of America. Established in 1839 to meet the financial needs of the United States 88 years ago with its population of 17 million, the bank has grown step by step with the development of the country. It now has a Capital and Surplus of \$65,000,000 and resources in excess of \$700,000,000. Essentially a commercial bank, its customers are numbered among the great banking institutions and business houses of the United States, including many of the outstanding names and business institutions on the Pacific Coast.

During their stay in this vicinity the financiers were shown over Southern Pacific and Pacific Electric properties by Messrs. Shoup and Pontius.

ONE FIFTH OF OIL PRODUCED IS USED BY RAILROADS

Every fifth gallon of fuel oil marketed in the United States is purchased by the railroads, according to J. N. Clark, chief of Southern Pacific company's fuel bureau.

The extensive use of oil as a locomotive fuel is revealed in a study just completed by the Bureau of Mines of the Department of Commerce. The application of fuel oil to motive power is concentrated mainly in California and the south central states, railroads operating in these territories having purchased 83 per cent of the 70,636,559 barrels of fuel oil bought by the roads in 1925. The total railroad purchases amount to about one-fifth of all fuel oil annually marketed in the country.

Oil is the principal locomotive fuel, in both freight and passenger service, in California, Nevada, Arizona, Texas, Arkansas, Oklahoma, and Missouri, and is used by Southern Pacific for almost all of its operations, with the exception of locomotives taken over by the company when the El Paso & Southwestern was purchased.

COMPARISON OF ACCIDENTS DURING JANUARY 1926 AND 1927

	Northern Division 1927-1926		Southern Division 1927-1926		Western Division 1927-1926		Motor Coaches 1927-1926	
Interferences with vehicles	116	136	88	100	189	191	33	41
Collisions and Interferences with cars	8	3	3	2	2	4	0	0
Persons struck by cars ..	5	8	3	7	8	3	0	1
Derailments	11	7	21	16	11	5	0	0
On and off moving cars..	11	6	6	3	14	6	0	0
Miscellaneous	14	27	30	37	35	45	8	10
	165	187	151	165	259	254	41	52
	Dec-22		Dec. 14		Inc. 5		Dec. 11	
			1927 1926				%	
Interferences with vehicles	426		468		42 Dec.		8.9 Dec.	
Collisions and interferences with cars	13		9		4 Inc.		44.4 Inc.	
Persons struck by cars	16		19		3 Dec.		15.8 Dec.	
Derailments	43		28		15 Inc.		53.5 Inc.	
On and off moving cars	31		15		16 Inc.		106.6 Inc.	
Miscellaneous	87		119		32 Dec.		26.9 Dec.	
	616		658		42 Dec.		6.4 Dec.	

AMERICA'S LONGEST TUNNEL SOON TO BE IN SERVICE

In piercing the very heart of the Continental Divide, engineers are bringing about the realization of the dream and ambition of the late David H. Moffat and are completing the Moffat Tunnel, which is heralded as the greatest engineering feat of all time.

This tunnel, which is 6.09 miles in length, will shorten the rail distance between Salt Lake City, Utah, and Denver, Colorado, by 173 miles and will eliminate 30 miles of 4% grade over the divide. It will thus do away with a route that for weeks at a time, is impassable during the winter months, and which, at best is slow and tortuous.

The engineering problems that have confronted the crew of workers have been many and diversified. In some places the diggers have encountered solid rock so hard that it blunted steel hardened drills. In other places they have struck underground rivers that have flooded the shafts and imperiled lives. At other locations it has been necessary to bore through treacherous shale and soft rock that crumbles and caves in without warning. At times the tremendous weight of the rock above and about the tunnel has caused one of the shafts to "squeeze shut." Walls, floor and ceiling came slowly together with such terrific force that 24-inch beams were splintered like matchsticks.

The ventilation system will consist of two giant blowers, each of 150 horsepower, which will project a wind through the tunnel too strong for a man to walk against. The two blowers, independent of one another, will be placed at opposite ends of the bore and only one will operate at a time. The ventilation system is being worked out by the Denver & Salt Lake Railroad.

The tunnel, in reality, will be a compound affair. The main shaft will carry the railroad track; a smaller tunnel, parallel to it, will divert water from the Pacific side of the continental divide and carry it through to the east side for the use of Denver and nearby towns. The tunnel that has been bored through is the water tunnel. However, the railroad cut is 90% complete and is expected to be in service early in July.

In carrying out this mammoth project, 17 lives have been lost and before the last load of dirt is hauled from this gateway through the Continental Divide, \$13,000,000 will have been expended in completing the newest achievement of American railroads.

ANOTHER 10 CENT CITY

Street car fares in Syracuse, New York, have just been advanced from 7 to 10c by order of the Public Service Commission. The company was earning only a little more than 3 per cent on its investment under the old rate. It is estimated that the new rate will produce approximately an 8 per cent return.

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Freight Claims Again Less Through Efforts of All

By F. J. LEARY
Supervisor, Freight Claim Prevention

FREIGHT Claim Prevention work, a comparatively recent development, started a few years ago when the volume of losses from payment of claims became so enormous that it was realized preventive measures should be established and closely followed to combat this heavy drain on the revenue. The various Steam Lines established bureaus to concentrate their activities on Freight Claim Prevention work. This plan was also adopted by our Company and, commencing four years ago, our Freight Claims Prevention Bureau was placed in operation.

Appreciating the fact that Transportation Department forces are in direct contact with the receiving and handling of all freight, the bureau was organized within the Transportation Department. Every point on the system has been reached by its campaign and Agents, Clerks, Checkers, Trainmen, Stevedores—in fact, every man in any way concerned with the handling of freight, has been called on to co-operate in this work.

During the past four years claim payments show a marked decrease, which is directly attributable to the response given by every one concerned.

The figures shown below will give an idea of what has been accomplished in reduction of claim payments on freight:

RATIO OF LOSS & DAMAGE PAYMENTS TO FREIGHT REVENUE

Year	Freight & Switching Revenue	Loss & Damage Payments	Per Cent.
1924	\$6,196,725.66	\$93,658.93	1.53%
1925	6,147,632.05	64,653.63	1.05%
Decrease:	\$ 49,093.61	\$29,005.30	
1925	\$6,147,632.05	64,653.63	1.05%
1926	6,060,386.52	32,995.40	.55%
Decrease:	\$ 87,245.53	\$31,658.23	

This record is one of which we are justly proud, and much of the credit for this is due to the fine co-operation received from the employees as a whole.

Intense supervision has been given this prevention work, both day and night. Results speak for themselves and show that all concerned have been impressed with the real importance of the work. At the close of four strenuous years of effort, the figures show that our Motto, "IT CAN BE DONE," has been proven.

To maintain this high degree of efficiency, the work must go on unceasingly and with the continued co-operation of all employees during the year 1927, we shall better the record made last year.

"I think I can make it," said father to Ann;

Now the flivver's in pieces and so's her old man.

LIMITED SERVICE BEGUN TO SANTA MONICA DISTRICT

Resulting in a saving of nine minutes travel time to Sawtelle and Santa Monica bay points, the Company on March 1st inaugurated a new plan of limited service to that district.

Under the plan of operation adopted, the three car train leaving Los Angeles at 5:15 p.m. runs as heretofore to Vineyard Station. From that point to Sawtelle the first two cars operate as a Limited, making only two stops, Beverly Hills and Pontius Avenue, in the eight-mile section between Vineyard and Sawtelle. A total of eighteen stops are eliminated under the new plan of operation. Between Sawtelle and Ocean Park the two limited cars make all regular stops thus giving passengers destined between these points the nine minutes saving in time.

Leaving Vineyard the rear car now makes all stops heretofore made by the three car train, the plan being to stop the two limited cars between Vineyard and Sawtelle at only the heaviest unloading points, which are Beverly Hills and Pontius Avenue.

Inauguration of this plan on the Santa Monica via Sawtelle line follows its successful employment on the Van Nuys line.

Mixing His Cues

Yesterday we heard positively the last one on our friend, the absent-minded professor. He slammed his wife and kissed the door.

THE GOOSE AND ITS EGGS

The American horn of plenty appears, when analyzed, to have some very definite sources—among which the railroads rank high.

Railroads create an interchange of commodities. They tap distant reservoirs of merchandise. They quickly bring to us new luxuries along with the old necessities.

Also, consider that last year their total payroll was over \$2,900,000,000 their expenditures on equipment and permanent improvements were \$875,000,000 and they paid in taxes over \$390,000,000. Furthermore, every city, every town, every county is a center through which railroad money passes into the local life of the entire community.

—American Federationist.

Census-taker—Have you a brother?
Moron—No, but my sister has.

Train Accidents Again Reduced

Care Exercised by Trainmen and Motor Coach Operators Again Lower Year's Accidents.

ANOTHER reduction in number accidents!

Records of accidents for the past year reveal that the total number was reduced by 315 as compared with 1925, or a percentage of 4.1%. These figures while not approaching the phenomenal reduction made the year previous, nevertheless reflect most creditably to all operating forces concerned.

The one feature which indicates the fact that due care and diligence in most instances is being exercised is brought out by a comparison of the number of collisions with vehicles. The Southern California Automobile Club is authority for the statement that in Los Angeles city alone the number of registrations of automobiles and trucks increased by 54,000 over 1925. Despite the increased hazard, brought about by the greater number of vehicles at large this class of accidents decreased by 204, or 3.9%.

Other decreases in the several classification of accidents recorded, were: Persons struck by cars, 23.9%; derailments, 7.1%; on and off moving cars, 4.5%; collisions and interferences with cars, 23.5%. Motor coach accidents decreased 20 in number, or 3.8%.

While the splendid results reflected in last year's operation may be attributed in a measure to several other of our operating departments, the fact remains that the bulk of credit is due our trainmen and Motor Coach Operators for the very creditable showing made.

Below is a recapitulation for the year ending Dec. 31, 1926:

COMPARITIVE ACCIDENTS DURING 1925 AND 1926

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1926	1925	1926	1925	1926	1925	1926	1925
Collisions with vehicles	1287	1385	1000	1100	2372	2371	392	399
Collisions and Interferences with cars	29	30	29	39	60	85	6	8
Persons struck by cars	50	45	47	34	66	52	3	3
Derailments	83	104	139	175	132	102	0	0
On and off moving cars	104	112	55	79	101	92	4	4
Miscellaneous	259	274	423	493	519	488	100	111
Totals	1812	1950	1703	1920	3250	3190	505	525
	D-138		D-217		Inc.-60		D-20	
			1926	1925				
Collisions with vehicles			5051	5255	204	Dec.	3.9%	Dec.
Collisions and Interferences with cars			124	162	38	Dec.	23.5%	Dec.
Persons struck by cars			166	134	32	Inc.	23.9%	Inc.
Derailments			354	381	27	Dec.	7.1%	Dec.
On and off moving cars			274	287	13	Dec.	4.5%	Dec.
Miscellaneous			1301	1366	65	Dec.	4.8%	Dec.
Total			7270	7585	315	Dec.	4.1%	Dec.

Record Snow-Hungry Throng at Mt. Lowe

THE largest winter crowd of the year to visit Mt. Lowe stormed our mountain resort on Sunday, March 6th, heavy snow a few days preceding being the magnet to attract a throng of 1322. A fall of eight inches was registered at the tavern, while at the summit double that amount beautified the surrounding region.

In order that reasonably good service could be provided tickets sold out of Los Angeles were limited to 800 and special provisions were made at Rubio and also at the Tavern to expeditiously handle the sightseers. At the incline passengers holding round trip tickets from Los Angeles and Pasadena were given preference.

Always attractive, our famous resort bedecked in winter's snow garb was beautiful to behold and the enthusiastic revelers were loud in their praise of its charms.

AIR AMATEUR SPANS WORLD

In the world of radio, Fred G. Davis, photographer for Southern Pacific Company, ranks high among Pacific Coast amateurs, according to the March issue of the S. P. Bulletin.

Davis' call "6GE" has been heard in practically every corner of the world. He has had two-way communication with Johannesburg and Port Elizabeth, South Africa. He is quite chummy with an operator at Papeete, Tahiti, and converses with him each week. His call has been heard in England, Australia and Chili, and he has had communication with Mexico, Canada, Alaska, New Zealand, Hawaii and Phillipine Islands and all parts of the United States. Recently Zane Grey's party was picked up at sea 50 miles north of Auckland, N. Z.

Railroad Efficiency Results

You'd consider it a bargain if a store advertised "An extra quarter's worth free with every dollar's worth you buy," say a Westinghouse Electric advertisement.

Well, just compare the amount of your purchases today with 1914. You are nearly 25 per cent better off today, due, in large measure, to the greater efficiency of the railroads. Wages now average \$209 for every \$100 then; but it takes only \$160 now to buy what cost \$100 then.

By speeding up transportation more than one-fourth in the last three years alone, the railroads have speeded up production, and prevented price climbing as rapid as wages.

Better transportation also has helped business men make more sales, reduce the amount tied up in goods, and save interest charges.

Still another saving, says Secretary Hoover, amounts to a billion dollars a year. With ample freight facilities there's little loss for such things as fruit spoiling on trees, or mines being forced to shut down.

All these "railroad savings" show in the clothing, food and other things you buy for yourself and your family.

Useless Perfection

It is one thing to claim perfection or efficiency; it is another thing to be able to make good that claim.

"What's the fuss in the schoolyard, sonny?" asked a gentleman passing a ward school.

"Why, the doctor's just been around examin' us, an' one of the deficient boys is knockin' hell out of a perfect kid."

Forlorn Hope

Johnny: "Grandpa, can you help me with this problem?"

Grandpa: "I could, dear, but I don't think it would be right."

Johnny: "I don't suppose it would, but take a shot at it, anyway."—Stray Stories.



ACCOUNTING DEPT.
By George Perry

"Bill" Hamilton, Disbursements Bureau, has left the service to work with another company in the oil fields at McKittrick, Calif. As a little remembrance of his friends in the P. E. service, a watch chain was laid on his desk on the night of his departure. P. M. Still is taking over the Resorts Accounts desk, formerly handled by "Bill."

Mrs. Grace Reed, Disbursements Bureau, is back with us again. She has fully recovered from her illness and is feeling fine.

Harley B. Clark, Freight Accounts Bureau, is justly the proud daddy of Tatiana Marie Clark, weight 6 lbs., born February 17; mother (formerly Miss Mila Utkin of the Conductors' Accts. Bureau) and baby are both doing well.

Louise Kuehner surprised the office one Monday morning with the announcement that she had become Mrs. Briggs over the week-end. Surprises come in hundreds, as the happy lady discovered at noon on Valentine Day. When she returned from lunch she found her desk decorated with paper, candy hearts and flowers, in the center of which was a beautiful electric silver percolator and a pair of silver candle sticks. All her many friends wish them joy and happiness.

Gladys Howell, formerly of the Freight Accounts Bureau, has been transferred to the Disbursements Bureau as assistant to Mrs. Sodowsky, on the Purchase Bills Register desk.

With the intention of returning to school, Varus Keeler, Freight Accounts Bureau, left the service February 19; his duties will be performed by Harley Clerk.

Margaret Taylor, Miscellaneous Accounts Bureau, who is on leave, is visiting in Guaymas City, Sonora,

Mexico, and is having a "large" time, from all reports.

Gertrude Hiles, Conductors' Accounts Bureau, left the service February 19. She will take a much needed rest and will then seek a different line of work.

Our deepest sympathy is extended to Lucile Kelch, in the great sorrow sustained through the loss of her mother.

Miss Lillian Sherlock, Conductors' Accts. Bureau, has returned to work after an absence of several weeks due to illness.

**NORTHERN DIVISION
PASADENA**
By R. S. Peterson

Conductor P. D. Wheeler had the misfortune of having his home entered early in the evening of February 16, by some thieves who took away all the jewelry and silverware they could find. Their loss was especially keen, as some of the loot was wedding gifts received about a year ago.

The heavy rains last month caused very little damage in the vicinity of Pasadena and there was practically no disruption in the service. Two motor busses were sent from Pasadena to Duarte on account of the tracks being out of service on the Glendora line. Five busses were also sent to Glendale for operation on the Glendale line on account of the bridge being washed out.

Whenever any night runs on the North Marengo-East Washington bus line are open there ought to be some active bidding as Operators. J. D. Elderkin, D. B. Gardner and R. C. Wells are treated gratuitously with cups of hot coffee each evening by the man in charge of the tract now being subdivided close to the end of the line.

Gas heaters are now being installed in the Trainmen's room which will make it a comfortable place to spend the cool evenings.

Motorman T. G. Cousley's familiar face is seen breaking in again on the local lines. He was employed here several years ago and returns to us from Denver.

Motorman H. Ruth transferred from Macy Street and took a night run on the South Pasadena line formerly held by Motorman O. W. French, who now has another of the night runs on that line.

Conductor H. A. Morin had the misfortune of being knocked down by a motorcycle after leaving a Short Line car while he was deadheading into the garage, receiving a compound fracture of his right arm and bruises about the body. He was taken to the Crocker Street Hospital.

Mrs. Florence Engle has had a fine bird cage made, built on a stand, and has placed it at the rear of the office building. In addition she has planted ferns and flowers, which have greatly beautified the appearance of the "backyard."

The track on North Lake Avenue is being reconstructed between Woodbury Road and Mendocino Street and in order to expedite the work the car line terminates at Woodbury Road and a bus operates to the end of the line.

Despite the fact that Mount Lowe had a rainfall of 16½ inches during the storm last month, the Mount Lowe line was able to maintain its schedule at all times, there being no damage to right-of-way or equipment.

"Jim" McNeil, veteran dispatcher at Echo Mountain, is a proud possessor of a new three-tube superheterodyne radio. O. K. Jim! We'll say it's a dandy good set if you can get Station ECHO.

Remember, men, this is your column, and any interesting bits of news will help to improve it. Thank you, Mr. Tonopolsky, for your assistance, and also other Trainmen who have assisted in the past.

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

During the month of January preliminary construction work was started on the Southern Pacific bridge at Alhambra Avenue, South Pasadena line.

On February 2nd, Bulletin No. 102, was issued authorizing the use of a light circuit which had been installed to govern the operation of cars over the outbound track of this bridge. With all traffic running on this outbound track the reconstruction work progressed rapidly on the inbound side, until the extremely heavy rains of the week of February 13. This rainfall necessitated that the work on this bridge be temporarily stopped, as the bridge men were called elsewhere to take care of the flood emergency.

The rains in February were very disastrous to the Northern Division, as well as to the other two divisions.

The tracks on the Glendora Line were blocked in the cut at Duarte and also the foundation of bridge over the San Gabriel River was undermined. The San Bernardino Line was washed out in several places, despite the desperate efforts of many workmen to stave off the floods. Constant vigilance was maintained throughout the high water period, thus catching at the start small washouts that might have developed into very serious ones.

On February 15, several of our day crews on the San Bernardino Line were stranded by the washouts and didn't get in until after midnight. On February 16, all through trains to San Bernardino were annulled. However, local traffic was maintained as far as Vineland and then to Covina. During the night of the 16th the line was opened and, starting with the paper train on the 17th, all trains ran through to San Bernardino. As the days passed, the tracks were re-ballasted and are now in fair shape.

Through traffic was inaugurated on the Glendora Line on Saturday, February 19. One side of the San Gabriel River bridge was temporarily repaired. Also, one track through Duarte cut was opened. Then by the use of the light circuit at that point regular service was resumed.

Though the property damage was serious on these lines, the utmost efficiency exhibited by those in authority prevented loss of life.

Motorman E. E. Henry, accompanied by his wife, spent his vacation in making an auto tour into Arizona. Though the pinochle games went on during Henry's absence, we all have to admit that for about two weeks, a very familiar face was missing at the table.

We are indeed glad to hear that Brakeman Frank Devasure is rapidly recuperating at the Pacific Hospital. Several trainmen of the freight service have visited him and report him in the best of spirits. It is hoped by all that we will soon see Frank back on the job.

The annual Orange Show at San Bernardino proved to be as beautiful as heretofore. Though the weather conditions were threatening most of the time, the traffic to the great orange festival was noticeably heavy. Besides additional cars and sections to the regular trains, extra trains were run direct from several cities of the Southland, to take care of special parties to the Orange Show.

Most all trainmen know that it is necessary to notify Terminal Foremen of change of address. However, in a few instances this rule has been ignored or carelessly overlooked. Too much emphasis cannot be given to the necessity of living up to this rule. Mention of a few instances that have caused trouble by failure to observe this rule, may be of help at this time.

Recently a messenger was sent out to notify a freight man that his run had been cancelled. However, the man moved without notifying Foreman of change of address. This freight man, therefore, needlessly reported for work and consequently was the loser.

In addition, there is the personal safety of the man to consider. A short time ago a call came in, reporting a conductor dangerously ill. A doctor was given the trainman's recorded address. However, on making the call, the doctor was told that trainmen had moved to the other side of the city.

Nothing could be done in this case, but wait until the friends of the sick man called again.

**STORES DEPARTMENT
By Fred B. Hopkins**

Tom Wilkes, storekeeper Butte Street, Los Angeles, spent several days in the hospital last month, having his tonsils removed.

Since we last chronicled the events of the Stores Department the following members have become proud possessors of cars: Mrs. Elaine Farrell, Duard E. Porter, Ward McCall and Thomas Wilkes.

Leo Fried, who has been with the Company about two years, resigned his position as Bill Clerk in the Chief Clerk's office during the past month. He is succeeded by Eugene Holthaus, formerly of the Stores Accounting bureau. Mrs. Florence Gramling is the new Statement Clerk in the Stores Accounting Bureau.

At the present writing Receiving Clerk Frank Shanahan is enjoying his vacation at home in Compton.

Several of our folks attended the Orange Show at San Bernardino during February. They were: Storekeeper George Huntington of the Sixth and Los Angeles Streets Store, with Mrs. Huntington; Arnold Campbell, Harry Nebenzahl, Michael Turner McLean and Fred Hopkins.

**NORTHERN DIVISION
Eastern Lines
By Mary Surr**

The month of March is generally credited with coming in like a lion and going out like a lamb, but this distinction may also be claimed by February this year. After more or less rain, a very heavy storm set in the week before the Orange Show, which crippled things generally. February 15, there were some bad washouts on the San Bernardino line; service was annulled on the Corona line from Porphyry to the end of the line; also, on the Urbita line, between Warm Creek and Pickering Park, owing to the unsafe condition of the bridge. On account of high water on A Street, service was discontinued on the Highland line. On February 16 service was annulled between San Bernardino and Redlands owing to unsafe condition of the Santa Ana River bridge. The bridge over this same river on the Crestmore line was in such dangerous condition that all service was discontinued and passengers were conveyed by motor coach. By February 18, however, all service was in fairly good condition, and by the end of the month, operating conditions were practically normal.

The Seventeenth National Orange Show was held from February 17 to the 27th. Attendance was very little affected by the storms and figures will compare favorably with other years. The unanimous opinion of all was that the show was truly "bigger and better," the exhibits were all very handsome and the racked fruit conspicuously attractive in design. The Tipica Mexican Orchestra furnished excellent music and the gay costumes of the members of the band added color to the beautiful interior decoration of the Orange Show building.

Dispatcher W. G. Bodkin was unable to take his place at the board on February 17, owing to severe illness. Relief Dispatcher G. Woodbury filled the vacancy and will be on duty indefinitely, until such time as Mr. Bodkin again reports for work. We all sincerely hope for Mr. Bodkin's return to health.

The position of Baggage man at San Bernardino Station, recently held by R. Hall, has been filled by F. Flowers.

It is understood that Frank Wilcox's position with the Engineering Department terminates with the end of the month. He has accepted a position with the Standard Oil Company at Inglewood. We wish him all success.

Make-Up's Fault

A daily paper in putting its shipping column headlines over the obituary column and vice versa. Thus the paper's readers were shocked one morning to see above the list of deaths the caption: "Passed through Hell Gate Yesterday."

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Geo. W. Nesbit of San Pedro-Gardena Line has bid in Run 54 and will work out of Long Beach. Motorman C. C. Russell of the S. P. Special, bid in a one-man car at Long Beach. Mr. Williams, you are getting two good men.

Conductor H. (Dolly) Gray, San Pedro Express Run, is on a leave of absence due to ill health. We hope that the change will aid in improving his health and that in a short time he will be sufficiently recovered to resume his work.

K. J. Bordelon, San Pedro-Gardena Line, is due to play the part of a bachelor for the next two months, the reason being that his wife has left for a visit to her home.

Cigars due? Conductor W. F. Silvers, Redondo Line, who, after purchasing new furniture in Los Angeles a short time ago, ordered it sent to that city.

Conductor L. L. Callum had a radio until one night, after the battery had run down, in an effort to satisfy his wife's desire for music, he connected the radio with the light circuit. The results were a hurried call for the Long Beach Fire Department and a radio set badly in need of repairs.

Extra Motorman V. C. Moon has purchased a radio and profiting by the experience of Conductor Callum, is not figuring on his set meeting with the same sad fate.

Joe Ogle of Run 27, Santa Ana Line, and Conductor Grammes of Run 15, are both back on the job again after a short absence. Ogle spent a week finding his way out of a snow storm in the San Bernardino Mountains, while Grammes took a twelve-day vacation, spent in and around Los Angeles.

WESTERN DIVISION
By E. C. Brown

Wednesday, March 16, is the date, and Sherman is the place for our next "get-together" meeting. All those whose duties will permit are urged to attend.

With much pleasure we report that Mrs. McKee, wife of Supervisor McKee, Mrs. Einhart, wife of Brakeman Einhart, and Mrs. Allard, wife of Conductor Allard, are rapidly recovering from their recent illness.

There are quite a number of our friends and fellow workers at the Pacific Hospital who would be glad to have some of the "boys" visit them. Let's go visiting, boys, and spread a little sunshine.

Motorman W. "Bill" Jenkins has returned from a visit with his parents in Kansas City. Bill says his folks are coming out west before long and is already making plans for "one grand house-warming."

A recent letter from Louisiana, signed by Conductor P. D. Demerost, tells of a most enjoyable time that he and his family are having on their trip through the south.

Conductor Usher has slipped back from Canada with a bride. He admits that the trip was a long one, but insists it was well worth while.

Motorman T. G. Cooney, late of San Francisco, but now of "Hill Street," can't understand why he didn't come here sooner. Well, T. G., that's what they all say.

Conductor J. Gray, the boy who smokes those big, black cigars, has a good reason for not smoking cigarettes. He claims cigars to be an economy and probably he's right. For further details, ask Conductor Gray.

7TH ST. WAREHOUSE
By Daniel Sanchez

The boys extend congratulations to Leo Hunter, Routing Clerk, and wife on the arrival of a baby boy at their home last month.

Horace Perry, Shopman, is confined to his home on account of sickness. However, he is well on the road to recovery and is expected back on the job within a short time.

May Stuart left for her vacation last week. Before leaving, however, this popular lady announced that her wedding would take place while away. We are wondering who the lucky man is. The whole force join in best wishes.

W. J. Schafer has been promoted to Correspondence Clerk, taking the place of Max Schmidt, who has accepted a position elsewhere.

Other changes in the force are: R. O. Schwindt promoted from O. S. & D. desk to Correction Clerk; Ralph Malone from Expense desk to yard forces and Ralph Kennedy from the yard forces to the expense desk.

Walter King, Foreman of Shed No. 1, Madison Finney, Checker and Harry Jordon were the first vacationees of the year. All of them chose a good place to go, home.

Theil Victor, Trucker is contemplating investing part of his earnings in a good gasoline boat, to be ready for the next storm. By so doing, he explains, he will not be compelled to be absent from work on account of high water.

A RAILROAD ACHIEVEMENT

The railways of the United States, it is estimated by railway officials will spend nearly \$900,000,000 in 1927 on purchases of new equipment, improvement of roadbed and additions and betterments to terminal facilities. This means that the railroads will have spent \$7,000,000,000 for improvements to their properties, exclusive of repairs and maintenance, in the seven years following the end of federal control in 1920. The year 1926 saw more new mileage built than any year of the last decade. It is estimated that probably 1,000 miles of new line will be built in 1927.

Never were the railroads of the United States rendering such service as today. This means that our shippers and travelers are getting the best service and the lowest rate of any country in the world. Statistics prove these statements. This record of private management, when compared with two years of federal control and the \$1,600,000,000 deficit which fell on the taxpayers to pay for two-year period, is a remarkable testimonial to the efficiency of present railroad management.

NEW DEPOT FOR NEWPORT

Work on the joint Southern Pacific and Pacific Electric depot at Newport Beach is now under way. The site is between the Southern Pacific and the Pacific Electric tracks near Twenty-third street.

The new depot will contain waiting rooms, rest rooms, ticket office and freight department. The Western Union Telegraph Company and the American Railway Express Company will have quarters in the new depot.

Newport Beach has been without a depot for the past two years. The old Southern Pacific grade which carried the trains onto the Newport Beach pier was torn down two years ago and the old depot was razed at the time. Work on the new depot will be rushed, and it is expected that the building will be ready for occupancy about April 1.

**S. P. LINE TO MEXICO SOON
WILL BE IN SERVICE**

A new era in travel and trade relations between Southern California and Mexico will open this spring, with completion of the line of the Southern Pacific of Mexico down the West Coast to Guadalajara and providing through train service between Los Angeles and Mexico City.

The gap in this important rail line linking two empires actually will be closed by the first of April and the roadbed probably will be in condition to handle modern passenger trains by May 1.



A Grammatical Kiss

A kiss is always a pronoun, because "she" stands for it.

It is masculine and feminine gender mixed; therefore, common.

It is a conjunction because it connects.

It is an interjection; at least, it sounds like one.

It is plural because one calls for another.

It is singular because there is nothing else like it.

It is usually in apposition with a caress; at any rate, it is sure to follow.

A kiss can be conjugated, but never declined.

It is a preposition because it governs an objective "case." However, it is not an adverb, because it cannot be compared, but it is a phrase that expresses feeling.—Life.

Crippled Industry

"Judge," a very large and determined colored woman announced as she ushered a frightened ex-husband into His Honor's chamber, "dis nigger ain't paid me one cent ob alimony for sebben months."

"What's the matter, Sam?" sternly inquired the judge. "Haven't you been working lately?"

"Nosuh," was the response. "Ah ain't bin able to find mah dice."—Country Gentleman.

Back to the Soap-Box

Two colored men down in southern Indiana were bemoaning the hard times being felt in the agricultural district there. "Times is tighter than I ever seen them before," said one. "I can't even get hold of a nickel. If something don't turn up I'm going to start preaching. I done that once and I ain't too good to do it again."

Better

A stout man was shocked to see a boy comfortably seated in a crowded street car when two women were standing.

"Get up and let one of these ladies sit down," he said.

"You get up and let them both sit down."

A man was being tried for selling illicit whiskey. The liquor was offered in evidence. The jury returned after taking two hours to come to a decision.

"What is the verdict?" asked the judge.

"Your honor, (hic) we would like more evidensh," replied the foreman.

Knows His Brother

Teacher: "If I gave you an apple and you kept seven-eighths and gave your brother the rest, what would he have?"

Willie: "The core."

Hubby—My wife explored my pockets last evening.

Friend—What did she get?

Hubby—What all explorers get—enough material for a lecture.

The Reason Why

One sadly sees the setting sun,
And views his day's work with a sigh;
The other drops his tools to run,
Nor cares how little he has done.
And people still go asking why,
Some men are down, and some are high.—Exchange.

"Quick, Sam, a wildcat's jes run in to tha' hous with yer wife."

"Wal, he'll jes' have to git out the best way he can."—Judge.

Part-Time Virtues

PART-time work wanted by man sober and reliable after six o'clock evenings and Sundays.—San Francisco Examiner.

"Oh, doctor, I'm so anxious about Mrs. Smythe. She is in your hands, is she not?"

"She was, but I'm not attending her now?"

"Ah; then she is out of danger?"—Humorist.

In Reverse

Masculine: "How old are you?"

Feminine: "I've just turned twenty-three."

Masculine: "Yes, I thought you were about thirty-two."

The Girl's Old-fashioned Father: "Young man, the lights in this house go out at 11 o'clock."

Modern Young man: "O'kay, that suits me."

Collegiate History

"What was George Washington noted for?"

"His memory."

"What makes you think his memory was so great?"

"They erected a monument to it."

Tourist: "Brother! We've climbed to the top of this mountain to see the view and we've forgotten the glasses."

Scottish Guide: "Och! never mind, there's nobody about. We can just drink oot o' the bottle."

Small Talk on a Pullman

"We had a birf at our house"—

The porter beamed with joy.

"You don't say so! What yo' all got?"

A girl, or bouncin' boy?"

"Bofe," answered George. "Shuah, dey is twins,

And golly, they's perfection!"

"Go on, black boy, dat ain't no birf—

Why, man, dat am a section."

—Illinois Central Magazine.

Hall Boy: "De man in room seben has don hang hisself."

Hotel Clerk: "Hanged himself? Did you cut him down?"

Hall Boy: "No, sah! He ain' dead yet!"

Dry Aquatics

"Mother, may I go out to swim?"

"No, my darling cutie;

My precious pet must not get wet,

You are a bathing beauty."

Corrective Old Gentleman—"My little man, you mustn't say, 'I ain't going.' You must say, 'I am not going.' 'He is not going.' 'We are not going.' 'They are not going.'"

Little Johnny—"Ain't nobody goin'?"

Important Part, at That

"Doctor, your reducing treatment is wonderful; I'm losing flesh right along. But your high charges worry me terribly."

"That's part of the treatment madam."—Boston Transcript.

Father (looking at son's report card) "Do you know that George Washington was at the head of his class when he was your age?"

Son—"Yes, and he was President of the United States when he was your age, Pop."

Knowledge

Frank—"George, I suppose you know what a patriotic citizen is?"

George—Certainly. Any guy who is willing to give my life for his country."

Stuttering Blacksmith (at the forge): "S-s-s-s-strike that h-horse shoe q-quick!"

Nervous Assistant: "W-w-w-w-where sh-sh-shall I s-s-s-strike it?"

Stuttering Blacksmith: "N-n-n-never m-m-m-mind n-n-n-now. It's c-c-c-cold!"

Modern Nursery Lore

Dorothy—I've looked all through this Mother Goose book, but I can't find that poem about "Little Bo-Peep Has Lost Her Sheik."

Two lawyers before a probate judge recently got into a wrangle. At last one of the disputants, losing control over his emotions, exclaimed to his opponent:

"Sir, you are, I think, the biggest fool that I ever had the misfortune to set eyes upon."

"Order! Order!" said the judge, gravely. "You seem to forget that I am in the room."—Philadelphia Inquirer.

Papa's Piece

I sent my boy to college,
With a pat on his back,
I spent ten thousand dollars
And got a quarterback.

Cannibal Chief—Have you anything to say before we eat you?

Victim—May I be permitted to offer a few arguments in favor of a vegetarian diet?

Unutterable Emotion

"Now, then, what should a polite little boy say to a lady who has given him a penny for carrying her parcels?"
"I am too polite to say it madam."

Doctor—You have been at death's door and only your strong constitution saved you.

Patient—Kindly remember that when you send in your bill, Doctor.

A bricklayer working on the top of a high building accidentally knocked a brick loose with his foot, which unfortunately landed on the head of a negro who was passing.

"Be careful, big boy," the darky shouted, "you made me bite mah tongue."

"That woman looks as if she were painted."

"Sir, that is my wife."

"As I was starting to say, she looks as if she were painted by the great Sargent and had just stepped out of the frame!"

The mother was ill in a home where a radio had recently been installed. The doctor came and small Emily looked on wonderingly as he used the stethoscope.

"What station is he trying to get, mother?" she asked, when she could no longer contain her curiosity.

When is a man not a man?
When he's at sea—he's a board.
When he's on land—he's a shore.
When he's swimming—he's a float.
When he's asleep—he's a bed.
When he's walking—he's a foot.
When he's rude—he's a bear.
When he's mischievous—he's a monkey.

When he's foolish—he's a donkey.
When he's deceived—he's a mug.

"Luck always seems to favor the man who doesn't count on it."—The Watchman.

Baby—"Googly Ikkle wopple zump."
Fond Mother—"Yes, dear, that's the public library."

Poetical Sympathy

A son at college wrote to his father:
"No mon, no fun, your son."
The father answered:
"How sad, too bad, your Dad"

Flapper: "I'd like a pair of garters, please."

Male Clerk: "Yes, miss, something like the ones you have on?"

While waiting for two ladies to get hair cuts and a third to get a neck shave this week a Connecticut man took a punctured tire to the garage and found a garage man busy vulcanizing a rubber reducing corest.

And Man Pays!

A thing of beauty keeps you broke forever.—Vanderbilt Masquerader.

Our greatest glory is not in never falling, but in rising every time we fall.—Confucius.

Toot! Toot!

If a Hottentot taught a Hottentot tot to talk e're the tot could totter, ought the Hottentot tot be taught to say aught, or naught, or what ought to be taught her?

If to hoot and to toot a Hottentot be taught by a Tottentot tutor, should the tutor get hot if the Hottentot tot hoot and toot at the Hottentot tutor?—The Outlook.

Not Promoted Because—

He grumbled.
He knew too much.
He watched the clock.
He didn't believe in himself.
He was always behind in his work.
He was always ready with an excuse.
He never learned from his mistakes.
He never relied on his own judgment.
He wasn't prepared for the next step.
He didn't have his heart in his work.
He was contented to be a second-rate man.

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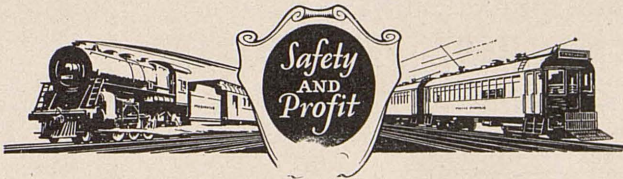
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Name	Occupation	Amount	Name	Occupation	Amount
Allen, Fred T., Conductor		\$ 24.00	Gordon, Edw. J., Conductor		8.00
Anderson, Scott W., Conductor		10.00	Granade, John H., Watchman		22.00
Barnett, Dave, Jr., Motorman		13.33	Hileman, J. E., Motorman		26.00
Bollard, G. N., Conductor		8.00	Holm, Ivan W., Conductor		10.00
Butler, Albert T., Conductor		39.00	Hughes, Frank, Car Washer		20.00
Cash, Arvin, Car Repairer		20.00	Kirchoff, Frank A., Conductor		14.00
Cole, Clyde, Conductor		23.33	Lamb, John G., Motorman		20.00
Coombs, Cecil C., Conductor		10.00	Lawler, Robert R., Motorman		14.00
Eastman, Franklin F., Conductor		12.00	Mann, Otto V., Conductor		20.00
Faris, Frank B., Conductor		16.00	Marshall, Elmer E., Motorman		10.00
Fisher, Joseph Edgar, Conductor		12.00	McCarthy, Stephen L., Motorman		40.00
Ford, Leland R., Conductor		14.00	McLindon, Samuel M., Motorman		36.00
Gilbreth, Forest W., Mechanic		26.00	Murphy, Thomas J., Motorman		60.00
			Nelson, Lloyd V., Motorman		4.00
			Noble, Andrew C., Conductor		6.00
			Parkins, Glenn F., Motorman		46.00
			Pascoe, William H., Motorman		30.00
			Pummill, Ernest S., Conductor		103.33
			Rainwater, William A., Conductor		45.33
			Rindone, Joe, Mechanic		5.00
			Robinson, Hardy, Conductor		10.00
			Smith, Claude L., Motorman		14.00
			Speake, Lee W., Motorman		8.00
			Spohr, Thomas H., Conductor		10.00
			Stoll, Clarence M., Mail Clerk		20.00
			Thomas, Geo. W., Conductor		16.00
			Tozier, Ralph L., Motorman		5.33
			Valdez, Hesus, Blacksmith		13.33
			Williams, Roger S., Conductor		60.00

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CONDENSED STATEMENT
THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

as made to the Comptroller of the Currency at close of business
December 31st, 1926

ASSETS

Loans and Discounts	\$40,318,903.66	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Treasury Notes.....	3,763,418.36	
Other Bonds, Stocks and Securities	1,244,093.93	
Bank Premises	508,157.96	
Customers' Liability on Letters of Credit.....	283,101.12	
Customers' Liability on Account of Acceptances.....	110,905.41	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	152,277.73	
Cash on Hand	\$2,401,699.38	
Due from Federal Reserve Bank of S. F.....	3,558,308.88	
Due from banks	5,844,992.90	11,805,001.16

\$59,760,859.33

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	2,000,000.00	
Undivided Profits	545,501.51	\$4,545,501.51
Reserved for Taxes		33,313.68
Reserved for Interest		21,059.18
Unearned Discount		81,502.10
Securities Borrowed	1,600,000.00	
Letters of Credit	289,859.89	
Acceptance Based on Imports	110,905.41	
National Bank Notes Outstanding	1,475,500.00	
Bills Payable with Federal Reserve Bank.....	3,500,000.00	
DEPOSITS		48,103,217.56

\$59,760,859.33

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

(Signed) G. H. NAEGELE, Cashier

Correct. Attest: Edward Strasburg, T. E. Newlin, V. H. Rossetti.

We Pay Interest on Time Deposits

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and is doing, a Trust Business.

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