



The Pacific Electric MAGAZINE

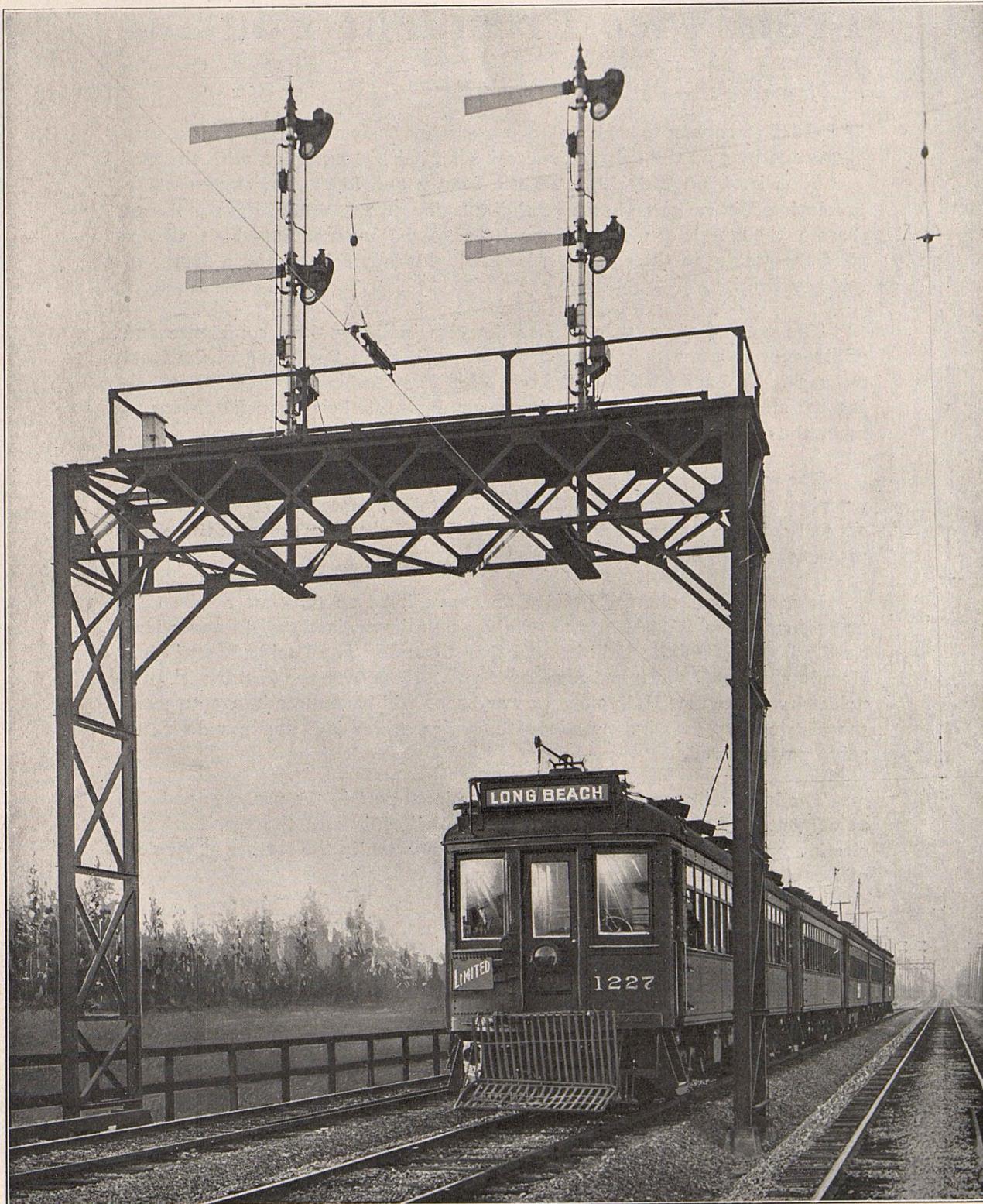


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., MAY 10, 1923

No. 12



On the south 4-track line.

A Note of Thanks To All Employees From Vice-President Pontius

I WISH to convey to each and every employee my warm and hearty congratulations on the splendid success achieved in connection with the motorbus issue on May 1st. To the energy and loyalty of employees in presenting the various phases of the question to the voters goes a liberal share of the laurels of victory. The whole-hearted manner in which all applied themselves in the campaign is thoroughly appreciated and a source of real gratification.

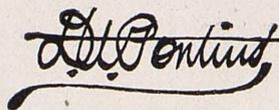
The vote of the people of Los Angeles indicates their confidence and willingness to place their transportation problems in the hands of the local railways. To have permitted the operation of motorbuses, directly paralleling the street railways, would have made doubtful their financial ability to make the many necessary and desirable improvements in service.

The managements of both local railways have made positive and definite promises as to the extending of lines and installing motorbus service as feeders and crosstown service, and all districts of the city, by reason of these improvements, will be well served.

Improvements planned involve an expenditure on the part of the railways in excess of \$6,000,000, and will be begun immediately when authorized by the Board of Public Utilities and City Council. The Pacific Electric has already completed plans and purchased right-of-way for the Hill Street tunnel, ordered fifty new Hollywood cars and soon will have motorbuses to serve the districts not now having adequate service, which indicates our desire to serve patrons well.

The local railways have played a prominent part in the progress and development of Los Angeles and Southern California and the result of the election on May 1st insures continued participation in the further expansion of Los Angeles and contiguous territory.

Sincerely yours,



Vice President and General Manager

Voters Decisively Reject Motorbuses

Employees Wage Effective Campaign In Bringing Out Facts to Public. Railways Ready to Fulfill Pledges

THE election is over and victory has perched upon the banners of the existing transportation companies. The people have invested them with the duty of "carrying on." This duty the railway companies have assumed and will perform in a most conscientious manner, not altogether from a sense of business, but as a matter of great pride in serving the people of the territory in which they operate.

On the opposite page is expressed the appreciation of our chief executive officer, so reiteration is unnecessary here.

Our employees will be interested in knowing some of the work accomplished by many of their fellows during the past campaign in addition to the work that each of them as individuals assisted in. A special staff of fourteen members was employed for the campaign. All of the employees were card indexed by department, precinct and residence, as a foundation for organization work. A draft was made through the heads of departments for as many workers as could be spared from their regular duties without serious interference with the railway's operation. A total of 208 of them were assigned to as many precincts throughout the city, there being 838 precincts within the corporate limits of Los Angeles. In addition to the 208 precinct workers, forty additional workers assisted in the distribution of literature throughout certain specified sections of the city.

Solicit Eligible Voters

All of the regular voters of Los Angeles were listed on cards by precinct and residence address and placed in the hands of precinct workers and a canvass immediately begun in the various districts, with the result that in the seven days prior to the election 24,000 persons eligible to vote had been interviewed and their support solicited by these workers of ours. Reports were received once daily by phone by clerks in the main office and during the campaign literature in excess of 200,000 pieces was distributed by our campaign workers. This was only a portion of the work done by Pacific Electric employees, as many employees and officers made it a point to actively campaign among their friends and business associates with helpful results. In the Los Angeles Railway organization a similar plan was followed, their employees for the most part working in precincts adjacent to their lines.

A third angle of the campaign work on behalf of the railways was performed by the Traffic Betterment Association, an organization of business and professional men of the city

Bus Defeat Aided By Retired Employees

MANY examples of noteworthy loyalty to their Company were manifested by retired employees in the recent campaign against the entry of motorbuses in Los Angeles. In many instances they were assigned to work and performed a valiant service.

Worthy of particular mention are the cases of George Churchill, former Special Agent, and William Cameron, retired Cabinet Maker. Despite the fact that they lacked much of their former vigor, these loyal souls travelled long distances and voluntarily applied to campaign headquarters and insisted upon being assigned to active work in a district. That their efforts were not in vain and their fidelity uncompensated was evidenced by the vote in their precinct being overwhelmingly against the adoption of bus measures.

We are proud of the spirit of loyalty that was displayed on all sides in the recent campaign.

who saw the necessity of defeating the bus proposals because of the enormous additional congestion that would be made upon the streets. This organization aided in an advertising and publicity campaign in getting the pertinent facts before the public.

The final and official count was as follows:

No. 5—For the repeal of the present "jitney" ordinance, which would permit the operation of motorbuses within certain defined limits of the business district:

Against 44,710
For 40,708

No. 6—For the granting of a 21-year franchise to the People's Motorbus Company:

Against 49,459
For 37,128

Our employees certainly have every reason to feel gratified with the result of their efforts and the more active the individual employee was in bringing about the defeat of the busses, the more grateful he or she may feel over the final action of the voters.

That both our Company and the Los Angeles Railway stand ready to fulfill pledges made for the improve-

ment of local service is apparent from a letter submitted on May 2 to the Board of Public Utilities, signed by Vice President Pontius and George J. Kuhrts, General Manager of the Los Angeles Railway. Not only were promises to improve service again repeated, but the railways stated their willingness to install bus lines for trial periods in any district where the Board thought such service should be given. The joint letter to the Board of Public Utilities follows:

"If given the opportunity by your Honorable Board, the Los Angeles Railway Corporation and Pacific Electric Railway Company will undertake to furnish to the people of the City of Los Angeles all the local transportation facilities necessary to adequately serve the needs of the traveling public. To that end we affirm the statements made in our letters of April 4th to your Honorable Body, and when authorized by proper public authorities will put into effect the improvements therein agreed to be made.

"The undersigned renew their offer, to put into operation the service offered to be put into operation by the several applications of the undersigned, either individually, or in the name of the Pacific Electric Land Company, or Los Angeles Motor Bus Company, as the case may be.

Liberal Offer

"We will undertake to provide whatever bus service is necessary in any quarters of the City not adequately served at this time, and establish bus lines wherever the traffic developed is sufficiently dense to justify such service, paying the expense thereof and a fair return on the investment. In instances where doubt may arise in our minds, but where you think such service is required, we will be willing to put on such service after conference with your Honorable Body, and try out the same for a reasonable period, with the understanding that if the traffic developed is not sufficient to pay the cost of service that the same may be discontinued.

"If the survey now being made by the State Railroad Commission and the City of Los Angeles and the two street railways recommends that one railway purchase the other, or that both railways be sold to the City, we will cooperate and endeavor to carry out the recommendations. If this result justifies or requires the extension of the Larchmont Avenue, Vermont Avenue and Western Avenue Lines into Hollywood, such extensions can be accomplished within a period of between twelve and eighteen months."

CAREFUL CROSSING CAMPAIGN TO BE AGAIN ENCOURAGED

The Pacific Electric Railway will resume in June its efforts during the summer of 1923 to lessen the number of deaths and injuries at railroad highway crossings throughout Southern California by active cooperation with the American Railway Association in its "Careful Crossing Campaign."

This movement, nation-wide in its scope, was inaugurated in 1922, and has for its object, the education of the public in the use of COMMON CARE when approaching and driving over a railroad crossing. The Association has adopted the slogan,

CROSS CROSSINGS CAUTIOUSLY!

This is an easily remembered rule and its literal observance by automobile drivers will mean the saving of many lives and the elimination of much suffering. The observance of the rule is simple, practicable and works no hardship on anyone. It is merely the exercise of common care at a dangerous place, the same degree of care that would be observed at any other dangerous location.

At the same time the railway will use common care in definitely indicating the railway crossing by a crossing sign; by keeping the crossing in good repair; and by requiring the sounding of proper warning of the approach of trains.

Motormen will use common care in keeping a sharp lookout approaching highway crossings; in observing speed restrictions; in sounding whistle or bell at the required distance and repeating the warning until the crossing is passed.

After all is said, it is simply cooperation in the exercise of common care, which, if conscientiously followed, will make the crossings safe.

Use COMMON CARE and CROSS CROSSINGS CAUTIOUSLY.

The Ten Commandments of Business

Handle the hardest job first each day.

Do not be afraid of criticism—criticize yourself often.

Be glad and rejoice in the other fellow's success. Study his methods. Do not be misled by dislikes. Acid ruins the finest fabrics.

Be enthusiastic. It is contagious.

Do not have the notion that success means simply money-making.

Honor the chief. There must be a head to everything.

Have confidence in yourself.

Harmonize your work. Let sunshine radiate and penetrate.

—Impressions.

Population of California is estimated at 3,805,153.

U. S. TRANSPORTATION AGENCIES BRIEFLY SUMMARIZED

ACCORDING to the American Railway Association, the transportation plant of the country can be briefly described as follows:

There are 273,000 miles of steam railroads with a value of not less than \$18,900,000,000, all privately owned and privately operated.

There are 44,250 miles of electric lines worth approximately \$6,500,000,000, only some of which are privately owned.

There are 10,300,000 motor vehicles, of which 1,400,000 are trucks valued at approximately \$8,750,000,000. For the use of these trucks more than \$3,000,000,000 has been expended for good roads from 1910 to 1922.

There are 6,014 miles of inland waterways and rivers upon which the government has spent \$155,119,000 since 1913 and 270 miles of inland canals costing \$13,551,000 since 1913.

There is also the Panama Canal, costing \$442,907,000, which has brought revenue in the form of tolls of \$44,805,000 from the year 1915 to 1922.

In addition there are about 3,700 ocean-going vessels of 13,465,000 gross tons weight.

MARCH LARGEST MONTH IN P. E. FREIGHT HISTORY

Both in volume handled and revenue produced the month of March was the greatest in the history of Pacific Electric freight business, T. J. Day, Freight Traffic Manager, stated at the last meeting of the Agents' Association held April 14. Mr. Day pointed out that the many improvements made in recent months are now being reflected in the handling of freight and that in the near future cars would be handled more expeditiously. Many other improvements are planned and being made, such as the addition to the freight shed No. 3 at Los Angeles, enlarging the Hollywood station, new station at Los Nietos and improvement of facilities at Wingfoot. Mr. Day again admonished Agents to "keep doors of freight house closed."

Mr. F. J. Leary of the Freight Claim Department spoke of the progress being made in reducing freight claims and stated that during the year 1922 claims were reduced 51%. Agents were congratulated upon this fine showing and called upon to freely submit their O. S. & D. questions.

Chairman Mason requested A. G. Owen, Agent at San Dimas, to give a short talk at the next meeting.

PIONEER TELLS OF EARLY DAY RAIL FACILITIES

Harking back to the day when only a small cluster of shacks on the sand dunes marked the present location of Pine and American Avenue, Long Beach, E. C. Denio, pioneer resident, recently discussed the methods of transportation in that district in the early eighties. As one would surmise, transportation facilities were confined to an occasional horse car line in the "settled districts." The few roads for horse and buggy travel were nothing more than improvised dusty trails pioneered by the zig-zag travel of cattle.

"I first came to Long Beach in September, 1884," said Mr. Denio. "I came by the Southern Pacific train, which ran from Los Angeles to San Pedro. At Theard junction I alighted, and from this point rode to what is now Long Beach in a square box that reposed on four wheels and was drawn by an old gray horse that manifested but little interest in life or the immediate neighborhood. The seats ran along the sides of the contraption. The rails were cut from Oregon pine; sheet iron was nailed to the top of these rails; the rails were laid on ties that were set about eight or ten feet apart, if I remember rightly. This unique railroad was owned by the Long Beach Land and Water Company.

"The horse eventually reached Long Beach. The going was rough and bouncing. The right-of-way ran through an uninhabited stretch of land, following for the most part the course now pursued by the Southern Pacific road. The road ran past the north end of Pacific park and continued east to American avenue.

"The first engine to replace Old Dobbin was called the G. O. P. engine. It had what resembled the boiler of a stationary engine. The boiler was set on four wheels. Subsequently an engine was brought up from the south to replace this curiosity. Frequently people that rode as passengers over this road were forced to "get out and push"—hence the appropriateness of the name, the G. O. P. railroad.

"The Southern Pacific subsequently purchased the famous G. O. P. line. This was in the early nineties, and held a monopoly until the Los Angeles Terminal company acquired a 50-year lease on the water port.

"The Los Angeles Terminal, and subsequently the Salt Lake road, gave excellent service to this community. Three trains a day plied between Long Beach and Los Angeles.

The Pacific Electric company built its road into Long Beach in 1901. The trains ran between Long Beach and Ninth and Main streets, Los Angeles."

Let's make every week a "Courtesy Week!"

SOLVING THE PROBLEMS OF FREIGHT TRAFFIC

By G. F. SQUIRES, Assistant to Freight Traffic Manager



Above will be seen the P. E. Rate School in session at the Club Rooms, where large gatherings each week hear instructive discussions of various freight problems. L. R. Guerra is seen to the front discussing the subject of "Routings"; to the left is Geo. F. Squires and A. E. Norrbom, Chairman and Secretary respectively of the Rate School.

THE Pacific Electric Railway Rate School was organized for the purpose of providing a medium by which employees interested in freight traffic matters could have the opportunity of acquiring a more liberal knowledge with respect to the many rules and regulations governing the movement and handling of freight traffic. The interest manifested by the attendance of employees of the general offices, as well as station and other employees, is indicative that the Rate School will continue to function for some time to come.

Besides pursuing a regular line of study at the weekly meetings of the school, at least thirty minutes is devoted to open forum discussion on any subject pertaining to freight traffic. The rules of the current Western Classification, as well as the Exception Sheet issued by the Pacific Freight Tariff Bureau, has already been delved into by the students of the school, the application of the many rules have been analyzed and it is believed that a clearer understanding obtained with reference to the purposes and reasons prompting the establishment of such regulations.

Discuss Actual Experiences

An outstanding feature of the Rate School is the fact that it provides a source of learning that is entirely practical and of every day value to the agent or station employee and with the exchange of actual experiences of members, it is possible to benefit and avoid mistakes which have taken place in the past.

The meeting of April 24th was de-

voted to the special subject of "Routing," and the picture presented above speaks for itself as to attendance. The subject was handled in a capable manner by Messrs. A. E. Norrbom, L. R. Guerra and H. Misner and much interesting and useful information was developed in the course of the evening. The subject was treated with regard to local and trans-continental routing of freight, and full explanation of the Interline Waybilling Circular of the Accounting Department explained. The rulings of the Interstate Commerce Commission concerning the routing and mis-routing of freight were explained with the object of eliminating future errors, which in the past have been a source of considerable expense to the Company, as well as sorrow to the agency responsible.

The next meeting of the Rate School was devoted to the study of the rules and application of the Perishable Protective Tariff, which covers the varied phases of protective services furnished by carriers for the handling of perishable commodities. This lesson was of extreme practical value on account of the large volume of perishable commodities originating along our lines. Representatives of the Pacific Fruit Express Company were on hand and the functions of that organization were discussed by Messrs. McGill and Noble.

An invitation is extended to any employee desiring to attend the Pacific Electric Rate School, which meets each Tuesday evening at 7:30 p. m., at the Pacific Electric Club.

FIFTY MORE CARS ORDERED FOR HOLLYWOOD SERVICE

Announcement of the placing of an order for fifty new multiple unit 600-class cars for use in the Hollywood service was made last month by D. W. Pontius, Vice President and General Manager. The new cars are to cost \$887,000, and will be of the identical type, with the exception of a few minor improvements, of the new equipment recently put in the Hollywood service. The order calls for the earliest possible delivery.

"It was only last December that delivery of fifty new cars for Hollywood district was completed," said Mr. Pontius. "These cars have proven entirely satisfactory and the district has grown so rapidly that it was found necessary to have fifty more cars to improve and maintain the class of service we are desirous of giving our patrons. When the new cars recently ordered are received we will be able to serve patrons on our Hollywood and Santa Monica Boulevard lines entirely with this class of equipment. We have now spent \$1,837,000 for equipment during the past year to serve our Hollywood patrons."

During the rush hours the 600-class equipment is now being operated in two-car trains, but with the completion of the tunnel it is planned to operate three-car trains to the Hollywood district during the peak hours.

Trainmen Get Wage Advance

Liberal Increase Granted All Employees Engaged in Train Service

COMING as a complete surprise, Pacific Electric Trainmen were most pleased with the official announcement made by Vice-President Pontius that beginning April 16th a liberal increase in the hourly wage scale would become effective. The advanced scale of wage affects more than 2,000 Trainmen, and ranges from three to six cents per hour, varying in the different classes of train service. In addition to the increased rate of pay, provision is made for a guarantee of a minimum of \$125.00 per month to new men entering the service.

In making the announcement Mr. Pontius explained that the new rates of pay are in part a restoration of the scale in effect prior to October 1, 1921, at which time a reduction was made in trainmen's wages because of economic conditions. Inasmuch as the wages of employees of other departments were not affected at the time reduction to Trainmen was made, the increase at this time was not a general one. "The work in train service is more trying and confining than in any other branch of railway service," said Mr. Pontius, "as the hours, in a great many instances are irregular. The increase granted is in recognition of the nature of the work and the management's desire to adequately compensate, retain and attract a high class of men to this important branch of our service."

The new hourly scale which became effective Monday, April 16, is as follows:

Street Car Service		
	Former Scale	New Scale
First three months.....	46c	49c
Next nine months.....	46	50
Second year	48½	51½
Third year	49½	52½
Fourth year and thereafter	50½	53½
Interurban Service		
First year	48½	52½
Second year	51	55
Third year	52	56
Fourth year and thereafter	53	57
Single Track Lines		
First year	51c	55c
Second year	53½	57½
Third year	54½	58½
Fourth year and thereafter	55½	59½
Freight & Work Train Service		
Flat rate to—		
Motormen,	60c	66c
Conductors	60	66
Brakemen and Switchmen,	54	60
Trolleyman	49	55
Yard Foremen	60	66
Bus Operators		
1st 3 months.....	48c	51c
Next 9 months.....	48	52
Second year	50½	53½
Third year	51½	54½

Fourth year and thereafter 52½ 55½

Coming at a time when the Company was threatened with a serious curtailment of its revenues by the possible introduction of motorbusses in Los Angeles the increased scale of wages granted trainmen came as a distinct surprise. While many, no doubt, hoped for an increase, it was thought that the matter would not be decided until after the election of May 1 when the all-important subject of competition was settled by the voters of Los Angeles.

Trainmen Pleased

Mr. Pontius and other officials have expressed their pleasure at having received so many letters and expressions of appreciation from trainmen and the following from Ralph E. Riordan of Pomona is characteristic of those received:

"It is with great satisfaction and appreciation that I note the increase in wages granted to the trainmen of our road.

"I believe you will agree with me that this road has been fortunate to secure and retain men in their employ that are 100% efficient, loyal and true gentlemen in their relations with the public and this company. It is also true of the officials of this company. Therefore, taking into consideration the many problems confronting this company to-day is it not a comfort to know that you have an organization of employees that are a satisfied and happy group of salesmen?"

"I have been in the employ of the Pacific Electric since 1917 and have been treated with all the consideration possible as between employee and employer. I wish to extend my thanks, together with the appreciation of the trainmen of Pomona for our company's consideration and kindness."

In his reply to Mr. Riordan, Mr. Pontius stated in part:

"The kindly sentiments expressed in your letter, and many similar ones received during the past few days, are a source of keen satisfaction. It is a fact and gratifying to know that the Pacific Electric has as loyal and efficient an organization of employees as will be found anywhere.

"Co-operation and loyalty from employees will aid materially in the solution of many difficult problems now confronting our Company I feel certain, judging by the splendid spirit shown in the past, that the wholehearted support of employees will be forthcoming, which is to the mutual interest and benefit of both employees and the management."

The average woman has a vocabulary of one hundred and fifty words. "It is a small stock, but think of the turnover.—Exchange.

TRAFFIC ACCIDENTS SUBJECT OF TRAINMEN'S MEETING

In an effort to acquaint Trainmen with the large number of accidents which are occurring more frequently than ever before, interesting talks were made at Macy Clubhouse on April 2nd by General Claim Agent Bishop and General Superintendent Annable. These meetings will be given from time to time at different places in conjunction with the "Careful Crossing Campaign," which will shortly commence and be vigorously waged by the railroads throughout the United States.

Mr. Annable gave some statistics showing that the number of accidents during April, 1922, was 493, while for the same month in 1923 there were 578. He also called attention to the increase in the number of automobiles and the difficulty experienced in dealing with new drivers.

Mr. Bishop stated that he realized that Trainmen were seldom at fault in contributing to accidents, but that the accidents go on nevertheless. "Every man," he said, "has a responsibility to himself and his own conscience." He told of the California law passed almost 50 years ago, wherein it was stated that for 80 rods from a crossing the train should sound a caution signal. Not only from that distance but should be blown continuously until the crossing is reached. He stated that a Motorman should say to himself, "I don't want to hit that man even though he takes an unnecessary chance, even though he gives me full opportunity to do so."

Mr. Bishop has looked over all the accident reports of the Pacific Electric for the past 15 years and during that time has paid out large sums in claims. He brings to attention the importance, on the part of the Conductor, in seeing that the step is clear before giving the bell. Many accidents, he stated are attributed to the fact that the Conductor gives the bell while turning the register, or making out reports, during which time it is difficult to see clearly whether a person is getting on or off the car.

Attention was called to the maps that are being hung in the different offices to show the numbers and places of accidents. From day to day a pin, representing an accident, is stuck in the map at the location where the accident occurred, and where trainmen may exercise greater care in operation. Black pins are used to represent automobile accidents and white pins for other accidents. This, it is believed, will be a great help in reducing the number occurring. In Pasadena, recently, two days passed without a single accident of any kind being reported. This suggests that a similar record may be possible at other places.

"God gives every bird its food but he does not throw it into the nest. He does not unearth the good that the earth contains, but puts it in our way, and gives us the means of getting it ourselves."—J. G. Holland.

ORIGIN OF MEMORIAL DAY DATES BACK TO 1868

History records that Decoration, or "Memorial Day" as it has since been called, originated two years after the close of the Civil War. In Columbus, Mississippi, a number of women in decorating the graves of soldiers showed no partiality in bestowing their sentiments, but decorated the grave of Union soldiers, as well as the Confederate. This incident, we learn, quite thrilled the people of the North and was the inspiration for Frances Miles Finch's "The Blue and the Gray."

In May, 1868, Adjutant General N. P. Chipman suggested to National Commander John A. Logan, of the Grand Army of the Republic, that their organization should inaugurate the custom of spreading flowers on the graves of the Union soldiers at some uniform time. General Logan immediately issued an order designating May 30, 1868, "for the purpose of strewing with flowers or otherwise decorating the graves of comrades who died in defense of their country and whose bodies now lie in almost every city, village or hamlet churchyard in the land. It is the purpose of the Commander in Chief to inaugurate this observance with the hope that it will be kept up from year to year while a survivor of the war remains to honor the memory of the departed."

The Holiday is now a legal one in practically all the states of the Union, May 30th being the day designated. Some states, however, have a different date for this festival. Alabama, Florida, Georgia and Mississippi designate April 26th; South Carolina May 10th, and Louisiana, June 3rd.

ADVOCATES COURTESY AS AID TO LONGEVITY

"Courtesy is an aid to long life. The grouch is the man who fails to reach old age."

This was Dr. Claude H. Lashlee's challenge to the old adage that "the good die young," hurled at a recent luncheon meeting at the San Bernardino Kiwanis Club.

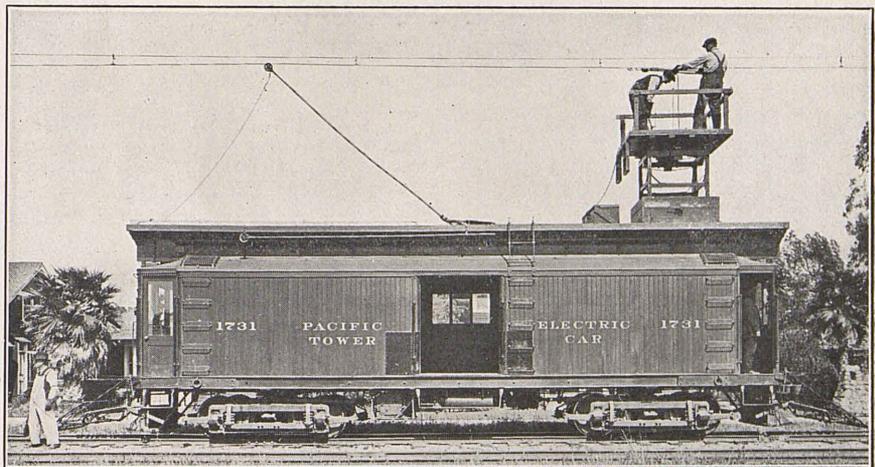
"Courtesy, a promoter of good health," was the subject of Dr. Lashlee's talk, which was one of several delivered by club members as a part of the National Courtesy Week program of the Kiwanis Clubs throughout the United States and Canada.

"The man who is courteous is in a better frame of mind than the fellow who is not. I'll venture that no one ever heard of a cheerful dispeptic.

"You feel mean, you act mean, and your body functions in a grudging manner. The man with an ingrowing disposition becomes a subject for indigestion.

"His indigestion often follows his grouch instead of preceding it as we popularly suppose.

NEW LINE CAR SPEEDS REPAIRS



Service interruptions are reduced to a minimum with the newly equipped Tower Car seen above. An air hoisted tower and other time-saving devices contribute to its efficiency.

LINE car No. 1731, recently placed in service in the City Division, is representative of the latest type of line cars designed for service on the lines of the Pacific Electric Railway Company.

Maintaining the overhead wires without interruption to service on lines where the service is as frequent and fast as on the lines of this Company, requires equipment adapted to the work to be performed. With this in mind, all of the new line cars designed to replace the older type as they are retired from service, are equipped with every facility for expediting and handling emergencies with a minimum of delay.

Tower Car No. 1731, which replaces line car No. 1725 formerly in city service, is equipped with four 50-horse power motors and thus provides ample capacity to permit the car to make

a reasonable speed. The tower is air operated and can be raised with four men standing on it. This car is the first to be so equipped, but it is the intention to equip all new emergency line cars with this feature, as it has proven very satisfactory in service.

The City Division, as divided for line maintenance, includes over 130 miles of equivalent single track, extending from Fullerton and Stern to Burbank and Glendale, including the Long Beach four track section from Slauson to Los Angeles, thus making it necessary that the line car patrolling same should be speedy and equipped with all time saving devices practicable.

The specifications for the design of the car were furnished by the Electrical Department, and the construction work performed by the mechanical forces of Torrance.

WESTERN DIVISION NOTES By E. C. Brown

Attendance at the next get-together meeting of this division, scheduled at the P. E. Club for May 22nd, is expected to shatter all previous marks. Some interesting features on tap. Let's all be on hand.

Conductor Edilson of Ocean Park is being congratulated upon the arrival at his home of a baby boy. Mother and child are doing nicely.

The many friends of Gateman Dillon will be pleased to know that his health has improved to such an extent that he soon expects to return to work.

Western Division trainmen are contemplating putting on a vaudeville show at the P. E. Club in the near future. Some real talent is being lined up. Motorman Jack and his quartette will be a feature.

INCREASED SERVICE ON VENICE SHORT LINE

Service on the Venice Short Line to the Santa Monica Bay district was materially improved on Sunday, April 22nd, when a new schedule extending the 20-minute service period was made effective. In the future a 20-minute service will be given from 9:00 a. m. to 4:15 p. m. and between 7:00 and 8:00 p. m. In addition, during the peak hours several extra trains were added to the schedule.

The additional service provided was made necessary on account of the rapid development of the Santa Monica Bay district.

Trainmen and Gatemen have requested that appreciation to the management be expressed through this column for the recent wage increase granted.

First Aid In Emergency Cases

What to Do For Persons Who Are Shocked by Electricity

By DR. W. L. WEBER
Chief Surgeon

THE rendering of first aid in its application to emergency sickness, or accident, means the giving of such assistance that tides the victim over the critical moments immediately following an accident. This may mean giving artificial respiration in electrical shock or drowning; applying iodine and covering a wound with sterile dressings; arresting hemorrhage; splinting a fracture; preventing or minimizing shock after severe injuries, and many other situations that often arise in civil and industrial life.

The proper application of first aid in these cases is so important, especially to those engaged in railroad and other industrial pursuits, that everyone should have some knowledge of the principles and practical application of the work.

As many of the Pacific Electric men are intimately concerned with electricity in some form or other, it would perhaps be well to deal in this article with the treatment of electrical shock.

Currents Classified

Alternating electric currents of small quantity (amperage) are not harmful to the human body even though they are currents of very high tension (voltage). Nor are currents of large quantity (amperage) harmful, provided the tension is low. High voltage, combined with large amperage, makes the current dangerous. The currents used by Municipal lighting and power plants for driving street railway cars are highly dangerous, as their voltage ranges from 200 to 10,000 or more, with corresponding high amperage. Currents of low voltage (100 volts) are not likely to produce serious effects.

When a part of a persons body is in contact with a metallic tool which causes a short circuit, the tool may be melted and the person burned or shocked.

When a current of high tension passes through the body the muscles are thrown into a state of spasmodic contraction. If the hands or other parts which may embrace an electrified object are caused to contract by such a current, the person may not be able to free himself, and may remain in contact with the current until the relaxation of death releases the contact. Heart failure and respiratory paralysis are the causes of death. The effect upon the heart is less pronounced as the tension of the current becomes higher, but the effect on the central nervous system is increased. With higher tension currents respiratory failure comes first, hence the importance of understanding the manner of giving artificial respiration.

To rescue a person from such a situation requires some knowledge of electricity. If possible the current should be shut off. A live wire may be cut with an ax or properly insulated pliers. If this cannot be done, the person must be pulled away from the conductor. If the victim is clutching the conductor and cannot relax his grasp and the current is passing through his body to the ground, it may be best to lift him from the ground, and thus discontinue the current.

Warning to Rescuer

The rescuer should remember that the current is passing through the body and to touch it may mean death to him also, unless he can properly insulate himself. By using a pole, or rope, or by covering the hands with woolen, wool lined, or rubber gloves, or with a coat or other wool or silk material, or a mass of cloth or waste, the current may be insulated against passing to the rescuer, if he has to touch the victim's bare body. He should not stand in water or other wet place, but should throw a coat or other wool garment on the ground and stand on that. The rescuer should be careful not to touch any metal part, such as buttons, or the region of the waist or pocket where keys, knife or other metal objects may be. Usually, all the protection the rescuer needs is the clothing of the victim, which he should grasp and quickly pull him away from the conductor. Nothing that is wet should be touched, and only one hand should be used if possible.

The effect of strong currents upon the heart may be permanent and resuscitation impossible, but often the heart and respiration are not permanently affected. Usually the shock is not immediately fatal, but the person is only stunned and breathing only is paralyzed. If the victim is breathing and the heart acting, he should be laid in a comfortable position, the clothing should be loosened, he should be kept warm and given plenty of fresh air.

Act; Time Valuable

Artificial respiration is the best known means to combat respiratory failure following electric shock and should be performed as follows: Time should not be consumed in speculating whether or not the victim is dead; it should be assumed that he is not; the finger should be passed into the mouth to remove any foreign body such as tobacco, chewing gum or false teeth. He should be rolled over on his abdomen, the head turned to one side so that it rests on the

STATE TAX IS ESCAPED BY MUNICIPAL ENTERPRISES

Advocates of municipally operated electric railways, who have pointed with pride to San Francisco's municipal electric railway, which, incidentally, operated at a considerable loss last year, were given food for thought by a recent editorial appearing in the San Bernardino Sun.

The article in question pointed out the loss sustained by the San Francisco system last year and showed that this loss would have been considerably greater had it been required to pay the same tax of the State as is paid by privately operated systems.

"Such utilities should be compelled," continued the article, "to pay a tax to the State, because the State is supported by just such taxes, and also because fair comparisons between publicly and privately owned enterprises cannot be made except they be taxed on the same basis. The constitutional amendment to that effect, voted on in November, 1922, should have carried. Otherwise some cities pay their share of State taxation and others do not."

cheek, the arms extended straight above the head, and artificial respiration begun. If an assistant be near at hand he should draw out the tongue and see that the nose and mouth are not obstructed. The rescuer should kneel astride of the victim, facing his head, and spread out the palms of the hands over the lower part of the chest and loins, one on each side. He keeps his arms straight and allows his body to fall forward, so that his weight presses his palms firmly against the body of the victim. This pressure falls upon the most elastic part of the chest and the region of the diaphragm and causes the air to be expelled from the lungs. He then swings back, releases the pressure, and the natural elasticity of the ribs and lungs causes the chest to expand, the diaphragm to descend, and air is inspired into the lungs.

Timing Respiration Movements

These movements should be repeated with regularity to imitate the natural rhythm of breathing. Each act should be done about every four seconds, with an interval of two seconds allowed for relaxation and expansion of the chest. There should be about sixteen to eighteen of these compressions per minute, and which is the rate of normal breathing per minute. Voluntary breathing should be watched for, and when it appears the artificial respiration should be timed with it. Artificial respiration should thus be continued for one or two hours or until there are positive evidences of death. The pulmotor is at times a valuable adjunct to promote respiration, but unless one is trained in its use it should not be depended upon, but the method above described begun at once.

NORTHERN DIVISION NOTES

By P. H. Riordan

The last monthly meeting of Trainmen was held at Pasadena. The attendance was exceptionally good, the meeting interesting, and hope is expressed that interest in the gatherings will continue to be displayed.

Motorman Albert Smith, who has been ill for some time, died suddenly at his home in Pasadena on April 18th. He was buried from St. Andrew's Church on April 20th. Pall bearers were selected from his fellow Trainmen of Pasadena. Mr. Smith had been employed by the Pacific Electric for many years, and until recently, worked on the Mt. Lowe run. The sincere sympathy of his many friends is extended to the bereaved wife and daughter.

A daughter was born to Mr. and Mrs. Fred Lee at Roosevelt Hospital on April 6th. The mother and daughter are doing fine and Fred, we hear, is doing housework.

Conductors W. B. Bowers and E. Ewing have returned to work after having been absent for some time on account of sickness.

Conductors Nowlin, Sloane, Murphy and Shuster, and Motormen Hood, Laytham and Heseock are absent on their vacations. Conductor H. K. Riordan is just finishing up his vacation. "Pete" Larson is working on line car while Motorman Laytham is away.

Conductor Hasford is a papa. On April 18th a son was born to Mr. and Mrs. Hasford at the Pasadena Hospital. Mother and babe are doing nicely.

The Riverside run must be exceedingly healthful as is evidenced in the physical effect it has had on Motorman Boyd. He recently visited Pasadena and he seems to have been rejuvenated.

A hard luck tale has been going the rounds recently which deals with a fishing (?) trip enjoyed by Conductors Burkee, Amos, Bird, and Motorman Holliday and Kellogg. This party went from Los Angeles to San Pedro in Mr. Durkee's car. Being unable to hire a boat there, they decided to go to Long Beach and started for the ferryboat. After some difficulty in locating the proper road to take, they finally found the ferry and were transported to Long Beach, only to find upon their arrival there that it was impossible to hire a boat at that point. Instead of enjoying the day fishing, they returned to Los Angeles and went to a baseball game. Thus ended a "Perfect Day."

Definition of an Optimist

An Optimist is a person who makes lemonade from the lemons that are handed him.

TIMELY TOPICS FOR TRAINMEN

PASSENGERS traveling from Los Angeles to Alhambra frequently pay a 20c one-way fare Los Angeles to Sierra Vista and a 6c local fare from Sierra Vista, and request a transfer to the Alhambra Bus Line," points out C. E. Morlan, Traveling Passenger Agent of the Northern Division. "The total fare thus paid amounts to same as the through one-way fare from Los Angeles to Alhambra, but does not include the privilege of transferring to the Alhambra bus line.

"In such cases where two fares, aggregating 26c, are paid, transfer to bus lines should be issued if requested by passenger, but in no case should a transfer be issued if through one-way fare of 26c is paid in one amount, or on through tickets collected."

The question of shortages and how to prevent them is a subject of keen interest to all Conductors. If the following excellent suggestions, made by S. H. Cox, Asst. Trainmaster of the Southern Division, are followed shortages will occur with much less frequency:

"Make it a rule to always carry just so much of your own money for change, and when your day's work is completed, deduct this amount from the total and turn in all of the money collected for the day. Do not make a partial turn in and hold out the balance to start your next day's work.

"If you make a purchase or spend any money before your work has been completed, or before you have made your turn in, do not use the money collected or the amount carried for change, with the idea of replacing it, but keep a separate amount for that purpose.

"In making change, always keep the money handed you, in your hand until after change has been made and party to whom change is given has counted it."

F. C. Patton, Traveling Passenger Agent, Southern Division, offers fol-

lowing items for guidance and benefit of Conductors of that division:

Some conductors are issuing transfers to East Long Beach at North Long Beach from Long Beach main line cars. This is in error, as the tariff provides that fares apply to Long Beach Station or Alamitos Heights when the train on which passenger travel is operated through to such point.

It has been noticed that several passengers are being carried from Los Angeles to Slauson Junction on an outbound main line train and stop made to allow them to leave the train. Passengers desiring to travel to Slauson Junction on main line trains must be advised that this stop is not made outbound by main line trains, except Whittier and La Habra line trains, and some of them do not make this stop. Passenger electing to take a chance of train stopping at Slauson Junction outbound to pick up passengers, which will enable them to leave the train at that point, must be charged Watts fare, but payment of such fare does not entitle them to have the stop made for them.

Transfers are still being issued to local lines in San Pedro to passengers boarding San Pedro main line trains at Watson and paying 5c fare. This fare is an interurban fare and applies only to San Pedro station, the same as the Los Angeles fare. Local transfers must not be issued to passengers boarding trains north of Thenard.

Calling the attention of Conductors that general instructions will now be found on pages 4-A, 4-B and 4-C, R. J. Glancy, Traveling Passenger Agent of the Western Division, states that frequent reading of these instructions will result in a thorough understanding of many questions which arise from day to day. It is now in loose leaf form and in the future when changes are made individual pages only will be reprinted and the issuance of circulars avoided.

Mr. Glancy states that complaints are being registered that some Conductors are refusing to issue transfers at Utah Avenue Station to patrons traveling between Santa Monica-Ocean Park-Venice and Sawtelle-Soldier's Home. This is in error, he states, and transfers should be issued on fares, tickets and commutation tickets, this ruling being fully covered in Circular P. D. No. 1194.

"It is not what we receive but what we give that makes us prosper. If we are determined to do no more than we are paid to do our dimensions will never increase, our position will never become more important and our work will never deserve more remuneration."



Public Appreciation Expressed

Service and Courtesy Bring Their Reward

DURING the past month our patrons were unusually active in observing and calling attention of the management to courtesy and meritorious performance of duties by Trainmen. The subject is worthy and we would gladly publish all of the commendatory letters received were it not for space limitations of the Magazine. For this reason it is possible to publish but a comparatively few letters each month, those appearing being selected at random. Our various officials receive numerous letters each month testifying to the splendid service rendered by Trainmen and these letters are referred to the proper source and become part of permanent record of the individual concerned.

If there is one class of patrons to whom unusual consideration and courtesy should be shown it is the aged and infirm and the following letter commending Motorman W. J. Crain, of the Western Division, for attention and aid given an aged man is particularly gratifying:

"I am one of the many who find it safe, comfortable and expeditious to go about this rapidly growing city in your fine cars and wish to express my appreciation of the courtesy almost invariably met with from Conductors and Motormen, despite the difficulties they hourly encounter in dealing with a not-over-considerate public.

"I particularly wish to mention Motorman No. 2543 (W. J. Crain) as being careful, courteous and kind. Yesterday I saw him spring to the assistance of an aged man, helping him on the car and seating him with the tender care a son might have shown. In this day when reverence for age seems one of the beautiful things almost unknown to youth, this incident could not fail to elicit admiration and respect. Such are little things that show character and the Pacific Electric Railway is to be congratulated on having Motorman No. 2543 in its employ."

Here is an interesting letter from one of our patrons, not only commending the services of Motorman Fred G. Volkhart, but calling attention to the effectiveness of his efforts in supporting the Company's interests in connection with proposed bus competition:

"Recently one of your Motormen (Fred G. Volkhart) most ardently discussed the subject of bus competition, a most vital issue to your Company, in such an effective manner as to change, I believe, the view points of any within hearing who may have been in favor of busses.

"I have been a commuter on your Glendale line for the past four years

and have found Mr. Volkhart a most capable and deserving Motorman. If there is any way in which Mr. Volkhart may be of service to you previous to the election of May 1st, I hope you will avail yourself of the opportunity of using him. I trust he will be of valuable service to you and assist in defeating this new 'People's Motorbus Company.'"

A courtesy shown to Miss Louise Hagar of Los Angeles when she and two friends missed a Mt. Lowe car out of Los Angeles brought forth the following letter praising Pacific Electric service:

"Recently I invited two friends to go with me to Mt. Lowe on the 9:00 a.m. car and to my great dismay one of them was late and arrived just after the car had left the station. To my great surprise and astonishment you proved to be our 'Guardian Angel' and sent one of your men to conduct us across the rails to a Pasadena car. Upon arriving in Pasadena you continued your great kindness by sending us on a special car to the foot of the Incline, where we met the people leaving on the 9:00 a.m. car.

"In thinking it over I am completely baffled. I cannot understand why an important railway company should have been so obliging. Such a remarkable occurrence would never have happened in the 'land of beans and brown bread' from whence I came and you may be sure that I will write my Boston friends and tell them what you did for us.

"After all you did for our pleasure we could not have helped but have a wonderful day on the mountain. With many, many thanks."

A "good-will builder" is Conductor S. A. Belew of the Sierra Madre Line, his tact and courtesy having been observed and called to attention by Mr. H. W. Sibley, one of our Sierra Madre patrons. Mr. Sibley's letter said in part:

"One of the best good-will builders for the Pacific Electric is the young conductor, (S. A. Belew) who brings in the Sierra Madre car arriving in Los Angeles at 8:54 a.m. I do not know his name and have forgotten his number, but I think every one using his car would be glad to go out of their way to commend his courtesy and tact."

For timely assistance rendered in connection with an accident of a Los Angeles Railway car occurring at Seventh and San Pedro Streets on April 7, Motorman F. B. Wilson and Conductor H. G. Brown were warm-

PHYSICAL PROPERTY VALUE IS BASIS OF RAIL RATES

An "incessant campaign of bunk" is being conducted against the railroads with the aim of forcing government ownership, declared E. T. Whiter, before the Western Railway club on March 19.

"Instead of falling down last year, as the railroad baiters would have people believe," Mr. Whiter said, "the railroads actually handled more freight than ever before in their history, and this notwithstanding the shopmen's strike and notwithstanding that for a period of years earnings have not been sufficient to attract the necessary capital for new equipment and larger facilities required by the growing demands of business.

"Perhaps the greatest source of misrepresentation in recent years has been with respect to valuation of the railroads, which has been tentatively fixed by the Interstate Commerce Commission at \$18,900,000,000. The deeper the commission goes into its investigation of railroad valuation, the more proof is found that the railroads actually are worth at least that much, if not a great deal more."

ly praised in a letter received from R. B. Hill, Superintendent of Operation of the Los Angeles Railway. Mr. Hill's letter follows:

"Will you please extend the thanks of the Los Angeles Railway to Motorman F. B. Wilson and Conductor H. G. Brown of the Southern Division for tying broken trolley to roof of car, turning front trolley of car for our crew and rendering other assistance in connection with an accident which occurred at Seventh and San Pedro Streets on April 7.

"The prompt and efficient action of this crew is certainly worthy of credit."

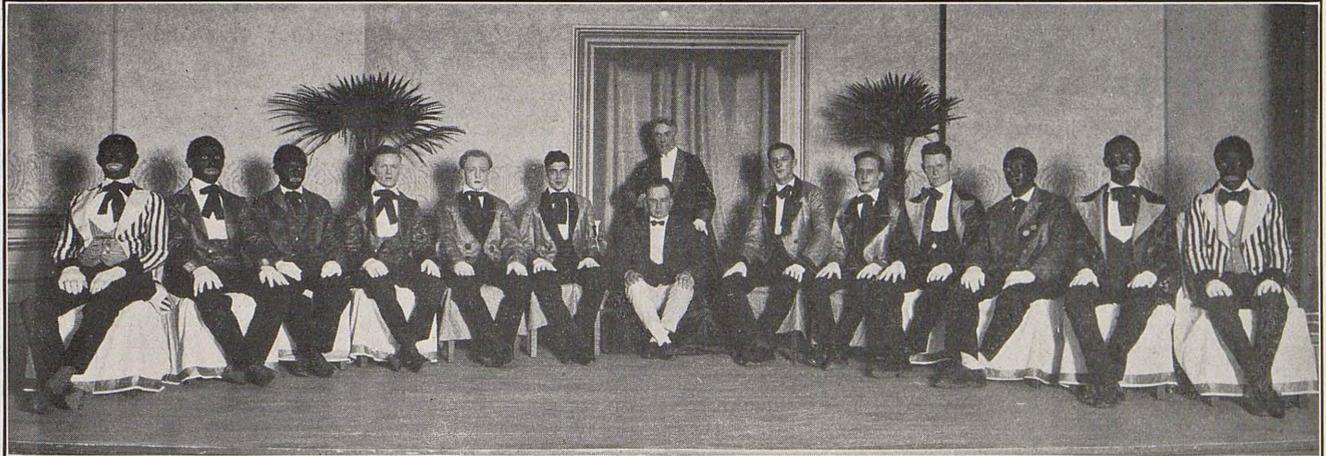
While not coming in the class of "public appreciation of service," we take this means of commending S. S. Shibley, Starter on the Pasadena platform at 6th and Main Street Station, for a timely act which will result in producing revenue for our Company.

Having overheard the conversation of two ladies (with whom he later conversed) regarding a large church convention to be held in Santa Ana during May, Mr. Shibley explained to them how special service could be arranged by our Passenger Department. This they were pleased to know and gave Mr. Shibley the name and address of party in charge of the arrangements. The information was conveyed to the Passenger Department, whose representative called and arranged several special movements during the convention.

Mr. Shibley's alertness to the Company's interest has been officially commended.

Let's make every week a "Courtesy Week!"

MINSTRELS PLEASE LARGE CROWDS AT CLUB

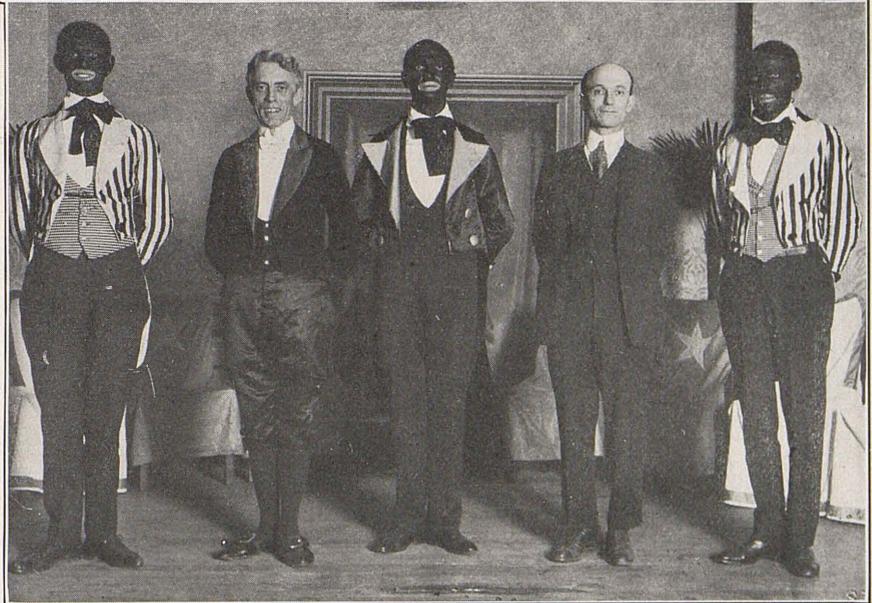


Above, minstrels as they appeared in the "circle" at recent Club entertainment. Below are a few who contributed largely to the show's success; from left to right: W. E. Coverdill, J. A. Birmingham, B. B. Gardner, C. C. Worley and C. B. Worsham.

MANY complimentary remarks have been expressed regarding the Pacific Electric Club Minstrel Show which was given at the Club on the evenings of April 16, 17 and 18. Each show was attended by a capacity crowd who seemed highly pleased and expressed their appreciation by liberally applauding the many interesting features.

The large stage was made brilliant for the affair and when the curtain arose a striking array of color was presented which blended harmoniously with the colorful settings. Mr. Chas. Worley supervised this and many other features of the show and to his untiring efforts may be contributed a liberal share of the show's success. He was ably assisted by Max Schuring, who supervised the painting of the scenery and the workings of color effect.

Practically every branch of the service was represented in the Circle, where there appeared Messrs. J. A. Birmingham, H. J. Johnson, R. Stilts, S. R. McCrone, L. M. Hail, W. J. Hodge, W. E. Coverdill, Roy Davis, Wm. C. Saltman, F. L. Ford, E. Franklin, B. B. Gardner and C. B. Worsham. Interspersed between the numerous popular songs that were sung were many snappy jokes of minstrelsy. Messrs. Coverdill and Worsham had a pleasing way in which to "put over" their jokes that brought out many hearty rounds of laughter. Not only did Mr. Birmingham show excellent skill in his role as Interlocutor, but his singing was of exceptionally good quality. The whistling of Mr. Davis was very artistic and well received, as was the excellent



dancing performed by Mr. Hodge. In fact, all who took a part in the evening's entertainment performed in a most creditable manner and proved themselves possessed of real talent.

An after skit, entitled "The Battle of Not Yet," written and directed by Mr. Worsham, brought out some amusing incidents and excellent singing by individual members of the cast.

Splendid music was furnished throughout the evening by Mrs. M. R. Clark, Pianist, and the Pacific Electric Orchestra.

Hands To Hold

Mrs. Henpeck (sarcastically): "I s'pose you've been to see a sick friend—holding his hand all evening!"

Mr. Henpeck (sadly): "If I'd been holding his hand, I'd have made some money!"

Let's make every week a "Courtesy Week!"

EXPLAINS ORIGIN OF TERM "JERK-WATER" RAILROAD

"Jerk Water," a characterization which uneasy passengers of several generations have invoked against railroad companies generally when trains have moved slowly or otherwise have been delayed, is a derivative closely linked with early roadbed conditions. One authority explains the origin of the phrase as follows:

Bridges and culverts were flimsy, wooden affairs, and the uncontrollable drainage of the country subjected the track to frequent washouts. Very short lengths of rails were used, and the ends soon became bruised and splintered. Iron chairs were used instead of rail joints, and these soon becoming loose, a poor line and surface resulted. A water pocket existed under every joint and passing trains forced the water out from these places with such force that cars were coated with mud. The name "jerk water" for a railroad arose through these conditions.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR



EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee, Pacific Electric Club, was held Wednesday, April 4 at 2:15 p. m. The following members were absent: L. J. McGrath; L. F. Foegle, A. F. Minor, E. S. Donaldson, G. W. Orr, W. M. Brooks, W. J. Drake, C. V. Smith, B. F. Manley, F. E. Pattison and C. H. Burnett.

REPORT OF MANAGER Club Fund

Balance, April 1	787.07
Receipts	1,288.69
Total	2,075.76
Paid Out	971.64
Balance	1,104.12
Relief Fund	
Balance April 1	519.39
Receipts	666.38
Total	1,185.77
Paid out in relief	805.00
Balance	380.77

Unfinished Business

The Committee asked for a report from Mr. Vickrey on the Thursday night dances, after having gone back to the old schedule. Mr. Vickrey reported that the attendance has been much larger, the members who attend the dances are pleased, and so far as could be learned the results are satisfactory.

Mr. Hanselman reports of having heard many complaints and much dissatisfaction regarding the men not receiving their Mortuary membership cards after sending in their applications. Mr. Hanselman solicited eight new members who did not receive their Cards for over a month after they had sent in their applications. He is going to take the matter up and report to Mr. Vickrey.

The Magazine has very willingly donated space for the application blanks for Club membership.

New Business

The Club at Sherman has only one pool table and the suggestion of turning that table around so as to make room for another was brought up, but nothing definite was done regarding it. It was also stated that about four hundred men have to get their drinking water at the fountain there without any drinking cups. Mr. Vickrey is going to take the matter up with Mr. Annable regarding the installation of about three new drinking cups.

Mr. Drake thinks that at Macy Street some seats should be installed so that the men can sit down to eat their lunch, have a smoke, and rest up during the noon hour. Mr. Vickrey was appointed to look into the matter.

CLUB MOVIE PROGRAM

Friday, May 11:
Main feature: "Racing Heart," featuring Agnes Ayres.
Comedy: "Our Gang," Saturday morning.
Harold Lloyd, "The Rajah."

Friday, May 18:
Main feature: Betty Compson in "The White Flower."
Comedy: "Fruits of Faith," featuring Will Rogers.

Friday, May 25:
Main feature: "Grumpy," with Theodore Roberts and Conrad Nagle.
Comedy: Paul Parrott in "Harvest Hands."
Aesops Fables: "The Cat and the Pig."

Friday, June 1:
Main feature: "Adam and Eva," featuring Marion Davies.
Comedy: Snub Pollard in "Full O' Pep."

Friday, June 8:
Main feature: "Mr. Billings Spends His Dime," featuring Walter Hiers.
Comedy: "A Quiet Street," a Pathe Comedy.
"Why Pick On Me," featuring Harold Lloyd.

S. A. Bishop, General Claim Agent, received a letter from Motorman Delmar, suggesting a new form of accident witness slip, which he read to the Committee. Mr. Bishop, as well as other members of the Committee, thought it contained some very good points.

Mr. Vickrey introduced Mr. W. E. Coverdill who spoke to the Committee about getting out a button for the Club members. Mr. Coverdill has a clever design for a button drawn out which was passed around for the Committee's approval. This button would cost about \$2.50, but Mr. Bishop, who has had considerable experience in purchasing Club buttons, thinks that a button should be gotten up which would not cost over fifty cents. This price was, also, favored by the rest of the Committee. The Committee moved in favor of appointing a committee to ascertain prices, designs, etc.

Mr. Vickrey is going to see about the entertainment in Urbita Springs. They expect to have the entertainment Saturday evening, May 12.

One member of the Committee put the idea of having another pool tournament before the Committee, so Mr. Vickrey suggested that all pool "sharks" who want to enter the tour-

P. E. CLUB BULLETIN

Thursday, May 10:
Club dance in Auditorium, 8:30 p. m.

Friday, May 11:
Movie show in Auditorium, 7:45 p. m.

Saturday, May 12:
Agents' Association meeting in Assembly Hall, 8:00 p. m.

Monday, May 14:
P. E. Band Rehearsal, 8:00 p. m.
P. E. Chorus Rehearsal, 8:00 p. m.

Tuesday, May 15:
Northern Division Safety Commission meeting, 2:00 p. m.
P. E. Rate School, 7:30 p. m.

Wednesday, May 16:
All Division Trainmen's meeting Assembly Hall, 8:00 p. m.

Thursday, May 17:
Jazz Dance in Auditorium, 8:00 p. m.

Friday, May 18:
General Staff meeting Assembly Hall 10:00 a.m.
Movie Show in Auditorium, 7:45 p. m.

Monday, May 21:
P. E. Band Rehearsal, 8:00 p. m.
P. E. Chorus Rehearsal, 8:00 p. m.

Tuesday, May 22:
P. E. Rate School, 7:30 p. m.

Thursday, May 24:
Moonlight Dance in Auditorium, 8:30 p. m.

Friday, May 25:
Movie Show in Auditorium, 7:45 p. m.

Monday, May 28:
P. E. Band Rehearsal, 8:00 p. m.
P. E. Chorus Rehearsal, 8:00 p. m.

Tuesday, May 29:
P. E. Rate School, 7:30 p. m.

Thursday, May 31:
Club Dance in Auditorium, 8:30 p. m.

Friday, June 1:
Movie Show in Auditorium, 7:45 p. m.

Monday, June 4:
P. E. Rehearsal, 8:00 p. m.
P. E. Chorus Rehearsal, 8:00 p. m.

Tuesday, June 5:
P. E. Rate School, 7:30 p. m.

Wednesday, June 6:
P. E. Club Executive Committee meeting, 2:00 p. m.

Thursday, June 7:
Southern Division Safety Committee meeting 2:00 p. m.
"Lucky Spot Dance," in Auditorium, 7:45 p. m.

Saturday, June 9:
Agents' Association meeting, Assembly Hall, 8:00 p. m.

And Obversely

Gym Teacher (to girls): "Lots of girls use dumb-bells to get color in their cheeks."

Bright One: "And lots of girls use color on their cheeks to get dumb-bells."—Kansas Sour Owl.

ment should come to the Club office and register so as to get an idea as to how many are to enter, etc.

BAND ENTERTAINS TORRANCE CHAMBER OF COMMERCE

The Pacific Electric band on the evening of April 12 journeyed to Torrance where it entertained members of the local Chamber of Commerce at a banquet given by that body. Thirty members of the band were present and their musical numbers were never better rendered nor greater applause received.

A rising vote of thanks was given to the band members, who also were "entertained" in man's most welcome manner—a sumptuous feed.

**PASADENA "PICKINS"
By M. M. Donahue**

A large diagram of the local system, showing the location of accidents has been hung in the Trainmen's room and is causing considerable interest among the boys.

Conductor Joe Downs, is back on No. 30 Oak Knoll, after a few days on the South Pasadena Line.

Conductor Arthur Ewing is back on the job again, after a long illness. Arthur has a host of friends in Pasadena, who are glad to welcome his return.

Conductor G. E. Whitehurst has purchased a new home in Altadena and is setting a good example for some of the boys in the rent paying class.

There has not been much "bumping" on the local system lately, the last case being that of Motorman Wicker who was badly bumped by a Birney while swinging off of an Altadena car in front of his house recently.

Conductor Al. Nowlin is enjoying his vacation, having gone to his old home in Texas. His run is being ably handled by Conductor Schreiber.

Motorman Albert Smith died at 6 o'clock on the 18th of April, 1923, from heart failure. Mr. Smith came to the Pacific Electric in October, 1913, and leaves a record of over nine years of faithful service. Death came quite suddenly, and was a great shock to his many friends in the Pacific Electric, to whom he was endeared by his kindly nature.

Answer to Correspondent

Imogene: You are quite wrong; Frank Farnum does not smoke when asleep.

The Difference

A teacher was conducting a lesson in history.

"Tommy Jones," she said, "what was there about George Washington which distinguished him from all other famous Americans?"

"He didn't lie," was the prompt answer.—Ligourian.

A TRAIL BLAZER OF 1888



In strange contrast with the modern electric cars now serving the territory from San Bernardino to Harlem Springs and Highland is the San Bernardino, Arrowhead & Waterman Railroad Engine No. 7 shown in the above picture.

The narrow gauged line, which covered the 5/4 miles distance, was owned by the Kohl Brothers and was opened for traffic in 1888. The trains started from the old cemetery at the east end of Seventh Street in San Bernardino.

The engine was on exhibition at San Bernardino during the celebration of the Pacific Electric Railway's entry into that city on July 11, 1914, at which time the above photograph was obtained.

COMPARISON OF ACCIDENTS DURING MARCH, 1923 AND 1922

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922	
Interference with vehicles	163	89	140	71	245	140
Collisions and Interferences with cars.....	8	5	23	10	8	5
Persons struck by cars.....	7	2	4	3	8	5
Derailments	9	6	26	21	10	18
On and off moving cars.....	21	14	21	19	21	29
Miscellaneous	28	20	39	27	61	29
Total.....	236	136	253	151	353	226
	I-100		I-102		I-127	
	1923		1922			
Interference with vehicles	548	300	82.7%	Increase		
Collisions and interferences with cars.....	39	20	95 %	Increase		
Persons struck by cars	19	10	90 %	Increase		
Derailments	45	45				
On and off moving cars	63	62	1.6%	Increase		
Miscellaneous	128	76	68.4%	Increase		
Total.....	842	513	64.1%	Increase		

WITNESSES PER ACCIDENT

The following statement shows number of accidents and number of witnesses per accident during month of April, 1923:

Division	Number of accidents		Average number witnesses per accident		Accident with no witnesses							
	1922	1923	1922	1923	1923							
Northern	155	175	4.1	6.8	8							
Southern	139	176	4.0	5.1	35							
Western	199	227	4.4	5.8	28							
System	493	578	4.2	5.9	71							
	1922		1923									
Division	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mch.	Apr.
Northern	4.8	4.1	4.8	4.5	5.3	5.4	5.4	5.6	5.4	6.7	6.7	6.8
Southern	4.2	5.4	5.4	4.9	4.4	6.0	5.6	5.8	5.1	4.9	5.2	5.1
Western	4.4	4.5	4.8	5.2	4.2	5.5	5.7	5.0	5.2	5.7	5.5	5.8
System	4.5	4.7	5.0	4.9	4.6	5.6	5.5	5.4	5.2	5.7	5.8	5.9

Maps Indicate Danger Points

Accident Locations Shown on Map For Benefit of Trainmen

By **GEORGE H. GRACE,**
Chief, Efficiency Bureau

LARGE increases in the number of traffic accidents has placed a responsibility on all concerned to put forth every effort to bring about a substantial reduction. The situation is one of grave concern, not only to the Company, but also to the citizens of Southern California.

Fatalities are only too frequent and the testimony before the coroner's jury and the investigations made by our own boards of inquiry have revealed an almost unbelievable lack of care and disregard of consequences on the part of the victims.

A grade crossing of a railway is always a danger point and in recognition of this fact, the railways have spent vast sums in an effort to make them reasonably safe. The old standard crossing sign, lettered "STOP, LOOK and LISTEN" is familiar to all; perhaps it is too familiar and has bred contempt.

That the traveler on the highway should STOP, the crossing gate frequently supplements the crossing sign; and in order that the careless traveler may LOOK, and SEE, the gates are now painted with oblique alternating black and white stripes; and as a still further safeguard, the automatic flagman or wig-wag has been installed, with a red light indicating STOP, a swinging motion that the traveler may have his attention attracted thereto and LOOK, and in addition, is provided with a bell which is intended to make him LISTEN. In extreme cases, the railways maintain crossing flagmen to look for approaching trains and warn the highway traffic accordingly.

Criminal Carelessness

The only requirement expected of the persons crossing the tracks is that they use ordinary care in so doing. However, many of them won't exercise ordinary care nor any care at all. A bad situation at the best, it has become a disconcerting problem with the common use of the automobile.

Therefore, the railways must take on another responsibility for safeguarding the highway crossing, and that is by adopting further practical measures to bring to the direct attention of the trainmen such crossings or locations where accidents have occurred, that they may see and know where extreme care in running should be exercised.

To this end, the Company has placed a large map at each division terminal, upon which is plainly shown the various lines and the streets crossed or intersected, each street being plainly lettered. All accidents are recorded daily on the map by placing a large headed pin at the proper

location, one color for casualties involving automobiles, another color for persons struck by cars and a still different color for step accidents.

By this means, all motormen are promptly informed of all accidents along the line, and day by day may observe that the number of pins at certain points or within a certain area increases from time to time. He may not have been involved in an accident and under ordinary conditions, would not know of accidents involving others; he is not expecting one, but the unexpected usually happens. Seeing the map daily and the added colored pins induces discussion among the men and the elucidation of facts regarding the dangerous localities which should tend to put all the men on their guard so that the unexpected may not happen.

Look at Map Daily

All trainmen should study the maps daily as they will find it interesting. It will show just where the bad places are, the danger points. We can usually avoid danger where we know it exists; at the same time it should be understood that a lightly traveled crossing where no accidents have occurred is a potential danger point where the unexpected may happen. Bell or whistle should be sounded at such points for the reason that many an auto driver realizing the delay and difficulty in driving through congested thoroughfares, turns off into a side street and less popular route. He evidently speeds up a bit faster than he should and not being very familiar with the new route drives onto the track in front of a car with probably an accident. The use of the bell or whistle might have prevented it.

We repeat again, trainmen should study the map and learn the danger points where accidents have occurred; they may also learn the points where no accidents have occurred and be prepared for the unexpected.

SOUTHERN DIVISION NOTES By F. J. Oriva

After having been absent from this Company for a period of seven years, we are glad to welcome back in the service Motorman J. M. Armstrong, who is now working on the Southern Division.

Motorman H. Brozage has resigned service with this Company to take up work in the motion picture business.

A very painful accident happened to Motorman R. L. Bly, of the La Habra line, when an eleven hundred pound bar of steel rolled onto his foot while unloading some steel from an

SEATTLE MUNICIPAL LINES RETURN TO HIGHER FARE

Press reports from Seattle indicate the failure of a 5-cent fare, by reason of a larger volume of traffic, to produce greater revenue than the 8 1-3 cent fare previously in effect. The result of a month's test indicated that traffic increased but 1.5 per cent and the reduced fare resulted in a loss of \$138,000 for the month. The electric lines of Seattle are municipally operated and while previously sustaining a loss each month, the theory of a lower fare as an incentive to greater travel did not work out in practice and a greater loss than ever was recorded. The previous fare of 8 1-3-cents has again been put into effect.

The following is taken from a press report of the test made:

"The 1½ per cent increase in passenger traffic in March may be rightfully credited to the 5-cent fare since the same basis of computation for March a year ago fails to reveal any decided trend in traffic during that month, city officials stated. However, the increase is not sufficient to lend any hope to city officials that the 5-cent fare will pay under present conditions.

"The average daily receipts for March, 1922, were \$17,402, a little more than sufficient to pay all charges, reduced to car hours; that is for each street car the period of one hour, the receipts in March this year were \$2.52, against \$3.74 for 1922. Receipts for each mile for each car operated last month were 27 cents against 40 cents a year ago.

"Mayor Edward J. Brown recently vetoed a bill passed by the Council providing for the leasing of 100 new street cars, light weight, because he did not deem the lease advisable in view of the present state of financial affairs in the railroad department. The new cars were said by railway officials to be capable of saving hundreds of thousands of dollars annually in power consumed."

express car. Mr. Bly is slowly recovering and we hope that his absence will be of short duration.

Conductor A. F. Masters, of the Long Beach Line, has resigned his position with this Company to accept a place as Collector for a Coal Company in Chicago. Mr. Masters formerly lived in that city.

Dispatcher S. A. Perry has been promoted to Supervisor to fill the vacancy left by C. A. Walker at Long Beach. Mr. Walker takes charge of the Freight House at that point. Conductor A. H. Fickett, of the San Pedro-Gardena Line supersedes Mr. Perry.

Conductor J. C. Orr has resigned and will go to Brownsville, Oregon, where he has accepted a call to the Ministry in a Presbyterian Church.



AT MACY

By A. A. Garthoff

P. R. Perry came to Macy during the past month from Riverside-Redlands run No. 21. He says Macy sure is all right and he is glad to be counted one of the bunch. Mr. Perry entered the service September 2, 1919.

E. Treischman has been doing a fine piece of work in connection with Sierra Vista P. M. ties and relays, which has helped crews in maintaining schedules.

It became necessary to relieve Conductor H. L. McLain on a San Gabriel trailer at Sierra Vista one morning, in order to use him elsewhere, and the Macy News Hound finished working his car into Los Angeles. Every passenger whose fare had been collected was properly hat-checked and it was an easy matter to complete the car without argument or error. This is a practical demonstration of why it always pays to do everything just according to Hoyle.

A passenger was heard to remark: "The street car men here are too polite. They ought to let those get on who can, slam the doors, and ram right through. That's the way they do it in the East." All we have to say is that all wise men do not come from the East, just because three of them once did in days of old. This man's intended criticism was in truth a compliment to Los Angeles trainmen. "Better service"

consists in speed, to be sure, but properly seasoned with equal parts of safety and courtesy. Keep up the good work.

There's one fellow around Macy whom we all should appreciate. That's Cashier Roberts. If an extra dime happens to slip into the turn-in you can depend upon having your attention called to it and the dime returned.

Everyone around Macy will be glad to hear that Conductor I. I. Garrison, who recently had an operation for appendicitis, is getting along well. Mr. Garrison and family have the best wishes of the Macy bunch.

Conductor Benjamin B. Ayres has been confined to his home most of the time since April 7th, when his ankle was quite badly injured. "Organization Consciousness" set in immediately. The symptoms are thoughts of the organization of which one is a part, and its interests, rather than of ones self. Mr. Ayres' chief regret seemed to be that he could not assist in canvassing on the anti-bus proposition, for which he was slated. But, he did not stop with regrets. He rejoiced that his telephone was being installed and although deprived of one form of service he could still help out, with the aid of the telephone. This sort of spirit is what makes an organization such as the P. E. really efficient and worth belonging to, alike for the official and the man on the car.

At Macy there are lots of dubs, Some tall, but some look more like tubs.

To mention names we would refrain, Were we not sure 'twould be your gain,

To hear about this homely crew Who hang around and little do, At Macy.

First let me introduce to you The guys who tell us what to do, Booth, Young, and Pabst, sometimes McGrath;

Were they to croak, this epitaph, We would upon a stone inscribe: "Here lie the chiefs of the P. E. tribe,"

At Macy.

The comic section of the press, Has nothing on us, I'll confess; I. Paulson's Barney Google's twin, R. Short his Sparkey, sure as sin; Another comic dub is Briggs, John Walker's Gump, and Coy is Jiggs,

At Macy.

H. Wilcox is a master flirt So I have heard a friend assert, But some day some pa-pa will glance A foot off Hezekiah's pants; That would a splendid lesson be To all the sons of old P. E.,

At Macy.

Way down in Egypt so I'm told, They've just dug up King Tut of old;

Discoveries always come by twos, So listen to this bit of news, C. J. Bronchard now is reckoned No one less than Tut the Second

At Macy.

Were I each man to eulogize, Too small would be this page in size;

Perhaps enough's already said To place in danger my fool head, Or start a riot, feud, or war And saturate with blood the floor At Macy.

Eut after all is said and done, (And this of course is all in fun) The P. E. spirit you will find, For better service, that's the kind, Rules heart and hand with one accord

Of all whose names are on the board

At Macy.

BEWARE OF THE LADDER!

Reliable statistics show that the ladder is the tool or implement which is responsible for the largest number of accidents occurring to workmen. Falls of employed persons from ladders in California for the three years, 1919, 1920 and 1921, are shown from the records to have caused 27 deaths, 70 permanent injuries and 2557 temporary injuries.

Be sure the ladder you use is in good condition. Safety feet prevent ladders from slipping.



Any Day at Macy

THE CALL OF THE STREAM

By GEORGE GRACE,
P. E. Rod & Gun Club

WE HAVE often wondered how much cash is represented on the opening day of the trout season; that is, what amount of money has been invested in the aggregate by the thousands of individuals who religiously make it a point to visit their favorite streams on the opening day in quest of the speckled beauties.

These devotees may number 100,000 in this State alone and if we allow an average of \$10.00 each for investment in tackle and other accessories, we have the handsome total of \$1,000,000.00 as a starter. Add to this incidental transportation expense, represented by railway fares, or gasoline bills, as the case may be, the former figure will be more than doubled.

We Should Worry

These are merely passing thoughts, however, and quickly forgotten when we reach the stream and begin our preparations for intensive action.

We carefully assemble the rod and seat the reel. The line is run through the guides and the leader attached. We inspect the fly book; which shall we select, a brown or gray hackle; a black gnat or professor; a Scotch alder or a royal coachman?

The selection of the proper fly is almost a ceremony and not to be undertaken haphazardly nor flippantly. The situation is serious and as such requires and receives most serious consideration and careful attention. Eventually the selection is made and the fly attached to the leader; the performance is on.

We carefully approach the stream; there is a dusky pool where a large flat rock breaks the direct rush of the current. There, we recall, we took three good ones last season.

We make a cautious cast; the fly, caught by a little breeze, falls short. Another cast places the fly above the flat rock. We seem to lose our skill; perhaps a bit nervous.

Another cast, just right. Another cast and then another. Nothing doing.

Then we try the riffle below the pool, but after several casts we are sure the pool is better. We exchange the fly for a lighter one and again try the pool; at the third attempt, the fly just grazes the lower edge of the flat rock and settles lightly at the edge of some foam on the pool, and just as the line straightens out, zip! the tip of the rod swishes down toward the water and you strike. Hooked!

"Grand and Glorious"

A few wild rushes in which a little line is taken out, and you cautiously reel in. Another rush and you give a little line, then let the rod take the strain. You carefully reel in, alert for any unexpected move; you reach

for the landing net and just as you put it under, the net touches him. Zowie! Away he goes for 10 or 12 yards. Again the rod takes up the strain and you reel in; the net again comes into play, this time fairly under and you lift him out. Sixteen inches— Oh man!

There flashes through your mind your earlier reflections regarding the million or two invested in this thrilling sport. Any doubts as to value received, are dismissed forever. Why, you feel like a million dollars yourself and we'll tell the world, it's worth it!

MANY GOOD RECORDS MADE AT GUN CLUB SHOOT

It was just a round dozen of the Blue Rock shooters of the Pacific Electric Rod and Gun Club that assembled at the Vernon Gun Club grounds Sunday morning, April 22nd, to enjoy the "New York Hardware and Trading Company Shoot Day."

Mr. Spooner offered consolation and advice to the shooters, and, as special encouragement, made known the prizes which were to be offered, which was in the form of merchandise orders on the New York Hardware and Trading Co.

Our Field Captain, H. L. Wiggan, celebrated his initial attempt this season by winning first place. His score was seconded by Messrs. F. L. Manley, B. F. Manley, K. L. Oefinger, and J. M. Geopfert, in order named.

This registers the close of the third regular shoot of the season, and we find the contenders in the following order:

H. M. Williams, 87x100....	87	%
L. R. Spafford, 523x600....	87.16	%
H. L. Wiggan, 86x100....	86	%
B. F. Manley, 257x300.....	85.66	%
W. J. Hodge, 582x700....	83.14	%
F. L. Manley, 249x300....	83	%
K. L. Oefinger, 162x200....	81	%
H. Smith, 221x300.....	73.66	%
J. M. Geopfert, 181x250....	72.41	%
J. L. Smith, 173x250.....	69.2	%
A. M. Cross, 28x50.....	56	%
A. B. McLeod, 36x75.....	48	%
J. F. Jenkins, 23x50.....	46	%
W. B. Thomas, 41x100.....	41	%

Preparations are now being made for a big bass fishing trip and outing to Morena Dam, which is located near San Diego. Invitations are extended to all members of the Pacific Electric Rod & Gun Club, and those who desire to join the party should attend the monthly meeting at the Club on the evening of the 9th, when particulars with reference to the outing will be arranged, or, members may secure information from the Secretary. Reservations must be made at

least five days before the date of outing.

It is planned to have the party leave Los Angeles at midnight, Friday, May 25th, arriving at Morena Dam early the morning of the 26th. Fishing and other sports will be indulged in all day Saturday and Sunday, the party returning home Sunday night.

Indications are the party will be a big one, and members are urged to make early reservations.

Captain Jack May, has chartered a fishing launch for use on Sunday, May 13th. Those wishing to get in on this party should make their reservations at the next meeting, May 9th.

SPORTSMEN PLAN OUTING AT NEW RECREATION CENTER

Of great interest to members of the Pacific Electric Rod and Gun Club is the announcement of the opening, on Sunday, May 20th, of the Trap and Recreation Grounds at the Los Angeles River on the Long Beach Line.

The Club members are very fortunate in securing these grounds, which are ideal for purpose intended. It is a parcel of land lying adjacent to the Pacific Electric right-of-way, being a part of the flood control lands of the Los Angeles River. A standard Liggett Trap will be installed and plenty of shells and Blue Rocks will be on hand for those who wish to try their skill at this game. Fishermen will find plenty of water here to test their casting and a platform will be installed for that purpose.

To reach the grounds take a Long Beach car and get off at Los Cerritos. A machine will be there from 9:00 to 10:30 a.m. to take the members to the grounds. By automobile, follow the main Long Beach Blvd. to Los Cerritos, turn to the right opposite oil derrick. This leads to the Pacific Electric tracks; then follow road along tracks to river bridge.

Lunches will be packed and brought to the grounds and coffee and lemonade will be served free. There will be place for lunch tables and several small fire places will be built.

EMPLOYEES IN HOSPITAL

At the time the Magazine went to press, the following Pacific Electric employees were patients at the Pacific Hospital, 1329 South Grand Avenue: Harry Denison, Truckman; Floyd Wheeler, Oscar Cartwright, and W. S. Cotton, Motormen; Alfred Barrajos and A. Gomez, Laborers; Clarence Hatzer, Electrician; L. S. Garrison, Conductor; K. Arendrup, Check Clerk; L. Denton, Chainman; L. H. Rupp, Lineman; James Richardson, Clara Painter, and Agnes Murphy, Mechanical Dept.

Friends are welcome to visit them and give words of cheer and sympathy.

BALL CLUB SHOWING WELL IN LEAGUE GAMES

Woe be to other teams in the league if the Pacific Electric baseball team continues to show the improvement which has marked the work of the individual team members during the past month. Of greatest satisfaction is the club's improved hitting, which four weeks ago was far below par. In the last month the club has proven its ability at bat, in several of the games played putting on offensives when runs were most needed. Chapman, left fielder, has proven the most consistent hitter, having lined out several home runs and many extra base hits; he is hitting at the handsome average of .666 to date.

As previously announced the team is a member of the Industrial League and to date has an average of .500, having won and lost two games. At the time the Magazine went to Press the Club was tied with the Union Tool Company for second place. The first game of the league schedule was won from the Western Wholesale Drug Company, by a score of 4 to 3. The following Saturday the Club lost to the Scully Bros. nine by a score of 11 to 9 and the third game was won by the Union Tool team after an exciting struggle, by a score of 9 to 8. In the fourth game the General Petroleum team was defeated by 6 to 5.

Each week showed a material improvement in the Club's play, both in the field and at bat. It was in the fourth game with the General Petroleum that the team hit its stride and showed that it possessed the ability to rank with the best in the league. DuBose, assigned to do the hurling in this game, held the opposition scoreless for six innings, but weakened slightly in the 8th. With the bases filled and rone out DuBose was replaced by Burgess who permitted the scoring of but one run by the opposition after he took up the hurling duty. The hitting of Barnes and Chapman featured this game, each securing three clean hits.

The league games are scheduled each Saturday afternoon and the location and team to be played can be secured by telephoning the Pacific Electric Club headquarters. The team has not received the moral support it should from employees and all are urged to be on hand and encourage our team along.

Mistress: "Why are you so glum, Matilda?"

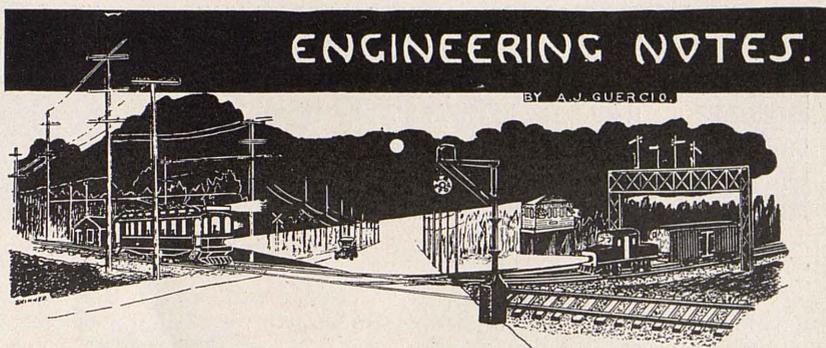
Matilda: "Ah just got back from de dentist and he said one o' mah teeth would have to come out."

Mistress: "Which one?"

Matilda: "Ah don't know jes which, but I think he said one o' my cuspidors."

—Exchange.

Let's make every week a "Courtesy Week!"



On April 30th the new interlocking plant located at the grade crossing of the A. T. & S. F. Ry. Co.'s San Diego main line and our La Habra line was placed in operation. This plant consists of one 24-lever Saxby & Farmer interlocking machine, mechanically operated switches and derails and electrically operated signals with approach and detector locking on both the Santa Fe and Pacific Electric tracks.

A spur track, 637 ft. in length, has been installed on the Santa Monica Air line at Grand Ave. Los Angeles to serve the Globe Ice Cream Co., who are erecting a new ice plant at Jefferson and Grand Ave. Installation of this track required a single over double track crossing on the L. A. Ry. Co.'s Grand Avenue line.

Reconstruction of approximately 1109 ft. of track and construction of approximately 430 ft. of track between the "D 1" and "E 1" buildings at the

Los Angeles Union Terminal is under way to provide additional storage and switching tracks to more adequately serve the tenants of these buildings.

Single track of the Newport Beach line between Huntington Beach and Newport Beach is being reconstructed with 75 lb. rail due to rail being corroded on account of the proximity to the ocean.

Two crossovers have been installed at Pier 'A' Wilmington connecting the three storage tracks recently installed on the easterly side of the main line.

Orange Ave. at the northerly limits of Compton has been paved across the Long Beach line to conform with the city's improvement work.

Two 100-ft. landings have been installed at Willoughby on the Sawtelle line to accommodate patrons in this residence section.

OPERATING REVENUES AND EXPENSES, TAXES AND INCOME PACIFIC ELECTRIC RAILWAY COMPANY ACCOUNTS—MARCH, 1923

Passenger Revenues	\$1,177,416.58	
Freight and Switching Revenue	538,544.67	
Other Revenue	82,499.13	
Total Railway Operating Income	\$1,798,460.38	
Total Railway Operating Expenses:		
Wages	\$792,606.80	
Other Charges	367,584.92	
Transportation for Investment—Credit.....	9,356.73	1,150,834.99
Revenue, Less Operating Expenses	\$ 647,625.39	
Depreciation	\$ 24,768.34	
Taxes Assignable to Railway Operations	80,416.43	
Total Depreciation and Taxes	105,184.77	
Revenue, Less Operating Expenses, Depreciation and Taxes....	542,440.62	
Non-Operating Income	9,420.68	
Net Revenue	\$ 551,861.30	
Interest on Bonds and Other Debt	\$331,713.88	
Rents and Miscellaneous Income Deductions.....	113,556.27	
Total Deductions	\$ 445,270.15	
Net Income for Month	\$ 106,591.15	
Net Income for Three Months	112,444.79	
Los Angeles, Cal., April 27, 1923		L. A. LOVELL, Auditor.



Yumpin' Yiminy!

Ole Olsen had been working as an engine wiper and his boss, a thrifty man, had been coaching him for promotion to fireman with such advice as:

"Now, Ole, don't waste a drop of oil—that costs money. And don't waste the waste, either—that's expensive, too."

With these facts of economy pounded thoroughly into his head, Ole went up to be questioned on his eligibility as fireman. The last query propounded was:

"Suppose you are on your engine, on a single track. You go around a curve and see rushing toward you an express. What would you do?"

"I grab de dam' oil can; I grab de dam' waste—and I yump!"

—Santa Fe Mag.

A stern father caught his boy reading a dime novel, and took him by the collar. The boy was so interested in the story that he cried aloud, "Unhand me, villain, or there will be bloodshed."

Tightening his hold on the collar the father said: "Not that, but woodshed."—Exchange.

Page Einstein

A grocer says that some people who buy on time don't seem to know when time leaves off and eternity begins.—Progressive Grocer.

Immensely Pleased

He rode to the dentist's office
The picture of despair,
But came back smiling broadly—
The dentist wasn't there.

—Exchange.

So long as he doesn't own one, an auto is a luxury; when he becomes the proud possessor of a flivver, a motor car is a necessity.—L. A. Herald.

Sometimes we wish the reckless driver had gone fishing with the fool that rocked the boat or got in front of the fool who didn't know it was loaded.—Life.

The man who puts safety last, usually goes to the hospital first.

—Two Bells.

Some people take bichlorate of mercury tablets, while others try to beat the train to the crossing.

—Buzzer.

Kind-Hearted Lad!

"Father will you give me ten cents for a poor man who is outside crying?"

"Yes, son, here 't is. You are a charitable boy. What is he crying about?"

"He's crying 'Fresh roasted peanuts, five cents a bag!'"

—Exchange.

Her Happy Retort

Johnny: "Well, what did you say to that new girl last night?"

Archie: "Er, I asked if I could see her home and she said she'd send me a picture of it."

Ho rors!

Here lies the body of Percival Mush,
His death is too sad for description.
He was killed by the mob in a terrible rush,

When he carelessly dropped his prescription. —Two Bells.

DATA OF PROPERTIES OF THE CIRCLE

Table No. 3

The table and information below will be helpful in making calculations involving problems in which the various properties of the circle must be known:

Circumference of circle= $C=2\pi r=(d)$ (3.1416).

Dia. of circle= $C\div\pi$ (3.1416)
 $\times 0.31831$.

Radius= $C\div 2\pi$
6.2832

Area of circle= πr^2
(0.7854) (d²).
=(.07958) (circumference.)

Circle of same area as square
=(side) (1.12838).

Square of same area as circle
=side—(dia.) (0.88623).

Diameter of circle circumscribed about square=(side) (1.41421).

Side of square inscribed in circle=(dia.) (0.70711).

Diameter of circle of equal periphery as square=(side) (1.27324).

Side of square of equal periphery as circle=(dia.) (0.7854).

Where d =diameter,
 r =radius,
 C =circumference.

MOTHER'S DAY AND HOW IT ORIGINATED

In 1908 Miss Anna Jarvis, of Philadelphia, was asked by the Superintendent of a Sunday School in the Virginia town where she was staying, to arrange a Memorial Service. While engaged in this sacred work, there came to her mind a realization of the growing lack of consideration for absent mothers. It was then that she conceived the idea of Mother's Day to commemorate the Mothers of the land; a day that holds such a universal appeal.

The official flower to be worn is the white carnation for the one who has been bereaved of his Mother, while the pink carnation is worn for the living Mother. The second Sunday in May is the day set aside to pay this tribute, and this year the day falls on May 13th.

That America should adopt such a day so filled with tenderness and sentiment is indeed a hopeful sign. It is noteworthy that such a nation would make this effort to honor motherhood and all that it implies.

In Days Gone By

These "hints for the Horseless Carriage" were printed in 1897:

"Do not expect too much of your automobile. Remember it is but a machine and cannot be expected to do all that a horse can do.

"Spark plugs should be taken out and cleaned about every ten miles. If continued trouble is experienced with sparkplugs, it may be due to motor overheating.

"In driving on dark roads at night, a good bicycle lamp, burning acetylene gas is recommended.

"When backing up, it is wise to first dismount and look behind the tonneau for dogs or children, as both are attracted by the novelty of an automobile."

Little Ikey: "Pop, what does 'vortex' mean?"

Pop: "Vell, my son, dot's de extra pennies vot you haf to pay when you go to de movies nowadays."

The population of Los Angeles is growing at the rate of more than 100,000 each year.

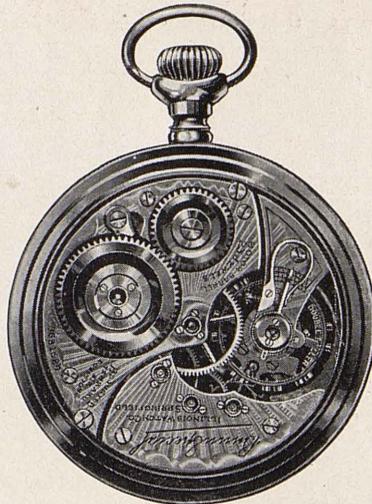
Los Angeles' building operations for the first eight months of 1922 were greater than the four next largest Pacific Coast cities combined.

"Rastus, what's an alibi?"
"Dat's provin' dat you wuz at prayer meetin' whar you wuzn't, in order to show dat you wuzn't at the crap game whar you was."—Exchange.

Let's make every week a "Courtesy Week!"

A
1923
TIMEKEEPER

NONE ARE BETTER
Than This Celebrated
"BUNN SPECIAL"
16-size 21 Jewel
6 Position
Watch—



Ask the man who
wears one about the
100% service this
watch gives.

V. A. CORRIGAN CO., INC.

J. E. Adams, Mgr.

Main 2492

631 So. Main St.

Los Angeles



Founded 1868

The Pacific Mutual Life Insurance Company of California

Issues the

"PACIFIC DISABILITY POLICY"

Sold Exclusively to Electric Railway Employees

Pays Accident Indemnity as long as you live for accident that totally disables Pays Illness Indemnity for confining illness as long as you live.

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

Agents are located at the following points:

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WM. L. THOMAS, Superintendent

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Los Angeles
Hollywood
Long Beach
Pasadena
South Pasadena
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& SAVINGS BANK
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Resources over
\$180,000,000

Glendale
Santa Monica
Burbank
Lankershim
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
 OF LOS ANGELES

As Made to the Comptroller of the Currency
 at Close of Business
 SEPTEMBER 15th, 1922

ASSETS

Loans and Discounts	\$27,226,690.34	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	2,434,723.31	
Other Bonds, Stocks and Securities	2,101,716.28	
Bank Premises and Real Estate	590,649.24	
Customers' Liability on Letters of Credit	277,401.63	
Customers' Liability on Account of Acceptances	42,415.50	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	96,352.39	
Cash on Hand	\$1,962,842.14	
Due from Federal Reserve Bank of S. F.	2,693,423.90	
Due from Banks	3,675,267.83	8,331,533.87
TOTAL		\$42,676,482.56

LIABILITIES

Capital Stock Paid in	\$1,500,000.00	
Surplus and Undivided profits	2,440,729.23	\$3,940,729.23
Reserved for Taxes	22,365.81	
Reserved for Interest	61,313.79	
Unearned Discount	57,209.92	
Securities Borrowed	1,150,000.00	
Letters of Credit	304,964.94	
Acceptances Based on Imports	42,415.50	
Nat'l Bank Notes Outstanding less amount on hand	1,500,000.00	
DEPOSITS	35,597,483.37	
TOTAL		\$42,676,482.56

I, V. H. Rossetti, 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) V. H. ROSSETTI, Cashier
 Correct, Attest: H. M. Wheeler, L. S. Nordlinger, C. A. Ducommun

THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES
 Corner of Fourth and Main Streets

OFFICERS

J. A. GRAVES President	E. L. POWELL Assistant Cashier
T. E. NEWLIN Vice-President	C. L. HOGAN Assistant Cashier
H. F. STEWART Vice-President	E. MADER Assistant Cashier
V. H. ROSSETTI Vice-President-Cashier	FRED S. HILPERT Assistant Cashier
J. M. HUTCHINSON Assistant Cashier	ERNEST GARRETT Assistant Cashier
A. E. ELLIOTT Assistant Cashier	F. B. DICKEY Assistant Cashier
G. H. NAEGELE Assistant Cashier	

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