



The Pacific Electric **MAGAZINE**



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No. 7



Typically Southern California; Mt. San Bernardino in distance.

The Season's Greeting

THE Nation's day of Thanksgiving has been passed upon the calendar; Christmas, the joyous season, approaches; and just ahead of us lies the New Year with all of its potential opportunities.

At this time, in the Spirit of the Holidays, I wish to express my gratitude, both personally and officially, to the officers and every employee for their most hearty and loyal co-operation in the conduct of the affairs of the Company, and for their personal friendliness during the year drawing to a close.

I wish every one of you a most Merry Christmas, and anticipate for all of you a most pleasant and prosperous New Year, because of the spirit of loyalty and devotion you are manifesting on behalf of our mutual employer, which can only result in the success and prosperity of all.

The past year has been one of strenuous endeavor, but it has brought its rewards for the effort. The coming year will place in our hands opportunities with which we should succeed better than we did in 1922.

Again assuring you of my gratitude, best wishes, and the hope of continued well-being, I am,

Sincerely yours,

L. W. Pentling

Vice-President & General Manager.

Proves Efficiency and Initiative of S. P.

Chairman Kruttschnitt's Testimony Reveals Remarkable Operating Efficiency and Pioneering Activities of Southern Pacific.

A VOLUME of irrefutable data was brought out in the testimony of J. Kruttschnitt, Chairman of the Executive Committee, Board of Directors, Southern Pacific Company, testifying before the Interstate Commerce Commission at Washington on the application of the Southern Pacific to lease the properties of the Central Pacific Railway, in which the relative operating efficiency of the Southern Pacific and Union Pacific was clearly shown. Mr. Kruttschnitt's testimony, given on cross examination, was in answer to statements credited to Union Pacific's propagandists that:

(a) The separation "would make every railroad coming into San Francisco stand on its toes as to business efficiency."

(b) All major improvements were put in under Union Pacific control."

(c) The Southern Pacific was "a corporation that has never built up your territory" and Union Pacific control of Central Pacific "would force development of every kind through the entire territory."

Regarding these statements Mr. Kruttschnitt said in part:

Efficiency Compared

"In 1921 the following data established the relative 'business efficiencies' of Southern Pacific and Union Pacific. Remember that Union Pacific's main line is substantially all double tracked with curvature and grade rates much lighter than on Southern Pacific, whose long steep grades, combined with sharp curves, over the Sierra Nevada, Siskiyou and Tehachapi Mountains, probably present the most difficult operating problems in the world on heavy traffic lines. Notwithstanding the handicaps we have mentioned, Southern Pacific freight locomotives made 8.82% more mileage daily than did those of Union Pacific.

"Southern Pacific passenger locomotives ran 9½% more miles daily than did those on Union Pacific, with 30% more passengers per train, suburban passengers excluded.

"Notwithstanding lighter grades, Union Pacific consumed 10½% more fuel to

move the same number of ton miles.

"Notwithstanding lighter grades, Union Pacific burned 17% more fuel to move the same number of passenger car miles. Southern Pacific's equation of oil to coal such as Union Pacific uses, gives the coal 4% advantage over oil.

"Proceeding a step further, the regularity of movement of traffic, passenger and freight, through Ogden shows the superiority of service rendered the public by Southern Pacific over Union Pacific.

Percentage of on time deliveries of trains at Ogden.

Passenger Trains

	1921	6 mo. 1922
By Southern Pacific.	93.9%	91.4%
By Union Pacific ...	73.2%	80.3%

Manifest Freight Trains

By Southern Pacific.	92.1%	96.1%
By Union Pacific ...	79.2%	88.0%

Perishable Freight Trains

between Roseville, Calif., and Council Bluffs, Iowa, made schedule time over Southern Pacific-Union Pacific, thus:

By Southern Pacific.	90%	94%
By Union Pacific ...	60%	50%

"The movements over Southern Pacific being on single track—and on Union Pacific on double track with

sharp curves and rates of grade very much against Southern Pacific.

"During the shopmen's strike, Southern Pacific placed embargoes on live-stock and perishables for but two periods of 23 and 44 hours respectively, and annulled no passenger trains. Union Pacific embargoed live stock and perishables at all California junctions for six days and were unable to move passenger trains for four days, on which Southern Pacific assisted them by handling their passengers to destination. For several days during the strike the Southern Pacific Lines afforded the public the only means to move freight and passengers by rail out of California. In face of these tests of efficient organizations and management, much superior to those of its covetous traducer, not only it would not benefit but it would inflict great unjustifiable injury on the public to lower the excellence of its service by turning any part of the Southern Pacific System over to the Union Pacific."

Referring to the charge "all major improvements were put in under Union Pacific control," Mr. Kruttschnitt said:

"Union Pacific acquired control of Southern Pacific in 1901. Ten years preceding 1901 covered a period of financial trouble for the railroads. The return on book cost of all railroads in the United States in that period averaged but 5.7 percent; for the ten years ending in 1910 the average was 5.2 percent. Added to this countrywide trouble the Southern Pacific had peculiar troubles of its own in negotiating the settlement of the Central Pacific debt of some \$58,812,715 to the United States Government. The negotiations, which were completed in August, 1899, were a cloud on the Southern Pacific's financial horizon which made large expenditures on long desired and fully matured plans impossible. It was impracticable to raise large sums of money on poor credit of the Southern Pacific Company. A review of the status of major improvements preceding and during Union Pacific control will test the correctness of the charge of

SOUTHERN PACIFIC'S DISMEMBERMENT STAND SUPPORTED BY PRESS

The following are a few characteristic excerpts taken at random from hundreds of editorials by the press on the proposed dismemberment of the S. P.-C. P. lines.

WE CANNOT but feel that the Court has yielded to dry legal necessities in making its recent decision and that the Interstate Commerce Commission should at once take steps to prevent this dismemberment."

—Los Angeles Express.

"The Sherman Act may have filled a need of the times in which it was enacted but is today an inquisition upon business that holds back the country's industrial development and serves no useful and beneficial purpose."

—Calexico Chronicle.

"The shippers declare they are not interested in the success of any railroad, but in this case are convinced that if the Union Pacific secures the dismemberment of the S. P.-C. P. system, as it asks, the men who pay the freight bills will be the real losers."—Monrovia News.

"The decision was upon questions of law and not what is best for the public served or what is just to the 50,000 stockholders who have their money in these properties."—San Jose Mercury.

our critics.

"(1) Complete plans and specifications for rebuilding Central Pacific, including those for constructing the Lucin cut-off—which was a dream of Mr. C. P. Huntington's for over 25 years—had been prepared by Southern Pacific engineers long before Union Pacific acquired control, but were held in suspense because, among other things, the unsettled government debt affected Southern Pacific credit and made it difficult, if not impossible, to raise the needed capital. Soon after an agreement with the Government was reached Mr. Huntington died, whereupon Mr. Harriman secured control of Southern Pacific System and assumed Presidency. About eight months thereafter I was appointed his assistant, with headquarters at San Francisco. By his direction the General Manager and Chief Engineer of the Union Pacific came to San Francisco for conference on plans of the Lucin cut-off, and on rebuilding 550 miles of the Central Pacific between Ogden and Reno. Following this conference Mr. Hood, Chief Engineer of the Southern Pacific, who had prepared the plans, and I were called to New York, bringing them with us. After two short conferences, Mr. Harriman approved them without any changes whatsoever and ordered their immediate execution.

"The Union Pacific lent its credit to obtain money which Southern Pacific with its impaired credit was unable otherwise to obtain, and made possible the execution of work which had been conceived by Southern Pacific officers and had been covered in detailed plans and specifications long before Union Pacific acquired control of their lines. The work was completed by Southern Pacific officers who reported direct to Mr. Harriman, entirely independently of Union Pacific officers.

"(2) The Bay Shore cut-off, or low grade entrance into the City of San Francisco, was completed in 1907 but the credit for its conception and, indeed, for a considerable part of its construction does not belong to Union Pacific. This cut-off diverges from the old main line at San Bruno, about 11 miles south of San Francisco and follows a sea level grade along the shores of San Francisco Bay to the terminals. The construction of this line, like that of the Lucin cut-off, had long been a dream of Mr. Huntington's, and we find from office records that a short part of the line from San Bruno to South San Francisco was completed on the final location December 31, 1892, and some of the right of way was bought as far back as 1878. Other purchases of right of way were made in 1893 and thereafter until construction was actively begun. As much as \$1,000,000 was spent in the acquisition of property for this change in the year ended June 30, 1900, and \$563,000 in the year ended June, 1901, all of the expenditures were made on plans perfected long before Union Pacific control.

"(3) Completion and opening of the Coast Line from San Francisco to Los Angeles via Santa Barbara, Montalvo, Chatsworth and Burbank.

"The long unfinished gap of 107 miles between Ellwood and San Luis Obispo was completed in January 1901. The construction between Montalvo, via Chatsworth and Burbank, substituting a low grade line in place of the heavy grades via Saugus and the San Fernando tunnel was completed in the year 1900.

Planned by S. P.

"Thus we see that the three most important and costly 'major improvements' to Southern Pacific property were all conceived and covered by complete plans and specifications long before Union Pacific control, although the completion of two of these improvements was unquestionably hastened by Union Pacific lending its credit to Southern Pacific.

"Shortly after the Central Pacific reconstruction was finished Mr. Harriman, who by his wonderful work of rehabilitating the Union Pacific placed himself at once easily at the head of great upbuilders of railroads, determined on an organization, planned by himself, to operate both Southern and Union Pacific Systems with maximum efficiency. It is significant that every man he selected for the highest posts and vested with jurisdiction over the combined systems which embraced the greatest mileage ever operated by common officers, were selected from the Southern Pacific staff.

"Under Mr. Harriman's directions these officers introduced on Union Pacific Lines Southern Pacific methods and practices, whose excellence had been proven in their previous positions, and these were used until the properties were unmerged by the decree of the Supreme Court in 1913.

"The operating data for 1921, which we have quoted, showing the superiority of Southern Pacific 'business efficiency' over that of Union Pacific vindicated Mr. Harriman's opinions of the comparative efficiencies of the management of the two systems, and show that one railroad 'coming into San Francisco' has been 'standing on its toes' as to 'business efficiency' high enough at least, to overtop the Union Pacific."

TRAFFIC SIGNALS CAUSE SLOWING OF SERVICE

Acme Traffic Signals in the congested district have slowed down rush hour traffic on down town streets materially. This affects interurban trains and is the cause of much complaint among suburban travellers.

Many minds are at work trying to solve the problem of street congestion and it is to be hoped the solution will be worked out soon.

Joe—"Sweets to the sweet?"
Sephine—"Oh, thank you; may I pass you the nuts?"—Goblin.

NEW APPROPRIATION FOR TORRANCE HOMES

Employees at the Torrance Shops greeted with pleasure the recent announcement of the management that an additional \$100,000 had been appropriated and would be immediately available for the financing of homes for shop employes. Previous to this time the Company has advanced \$260,000 to shop employes for the construction and purchase of homes. As rapidly as accumulated payments from employes make it possible the funds thus accrued are again placed to the credit of this fund and advanced to other employes who have made application for the purchase of a home through the Company.

The plan of the Company in purchasing homes for employes of the Torrance Shops was adopted about two years ago, this action being taken due to the lack of suitable housing quarters in Torrance and near vicinity and the frequent inability of employes to finance themselves. The plan adopted provided that employes by paying only \$100 cash and the balance at the rate of one per cent monthly, including interest at the low rate of 6 per cent, could purchase a home of their own choice through the Company. The entire purchase cost of home in each case is advanced by the Company and payments are made by pay roll deduction. On the basis of the liberal terms offered employes will establish complete ownership of homes in a period of eleven years and nine months. Profit in the transaction, needless to say, is not sought by the Company. Employes are given the benefit of the Company's experts in realty and building values, this being to the mutual interest of both parties to the contract.

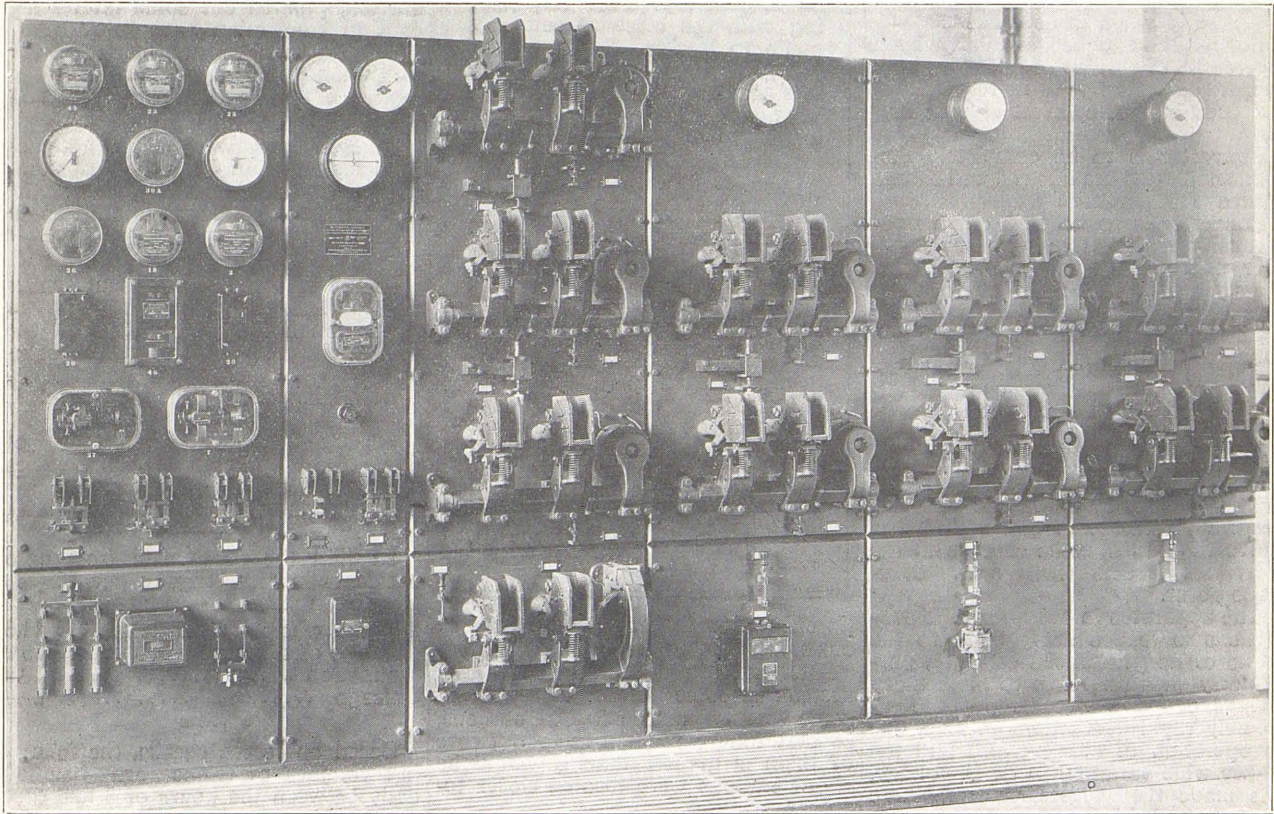
Immediately following the announcement of the new appropriation being available many applications for homes from shop employes were received. To date a total of eighty-six homes have been purchased through the Company. The large number of requests made is evidence of the satisfaction of employes of their dealings with the Company in the purchase of home and this satisfaction becomes more apparent when it is considered that of the eighty-six homes none have reverted to the Company.

The new appropriation brings the revolving fund to \$360,000, and when the last appropriation has been expended the income each month will be \$3,600, and this sum or more, will be available monthly for additional homes for shop employes.

FREIGHT SHED EXTENDED

An addition has just been made to the freight shed at Sierra Madre. Agent Mesecar is hustling to build up his business so that it will warrant the construction of a new depot. Like all Pacific Electric towns, Sierra Madre is growing fast.

The "How" of Automatic Railway Substations



Type of automatic substation switchboard showing control relays, contactors and meters. This installation was recently made at our Arcadia Substation

By JULIAN ADAMS,
Asst. Electrical Superintendent

The following is an abstract of paper prepared and read by Mr. Adams before the Los Angeles Section of the American Institute of Electrical Engineers, November 11th, 1922.

THE Pacific Electric Railway has in operation, at present, seven automatic substations, three of which have been in service for more than three years and the others have been installed at intervals since that time. The seven substations represent a total capacity of 7,250 kilowatts. Additional automatic substations are planned for installation in the near future, some of the equipment having been already ordered. Construction will be started very soon on the new 1500 kilowatt automatic substation in Hollywood, and authority has been received to replace the present manually controlled apparatus at Strawberry Park with a 1,000 kilowatt automatic equipment.

The individual substations each contain a single unit, varying in capacity from 750 kilowatts to 1500 kilowatts. They all transform 15,000 volts, 3-phase, 50 cycle, alternating current energy to 600 volt direct current energy. Six of them contain 6-phase synchronous converters, and 3-phase,

6-phase transformers. One contains a motor generator set 15,000 volt 3-phase A. C. to 600 volt D. C.

As is common with most automatic railway substations, the Pacific Electric Railway automatic substations are arranged to start automatically when cars in their vicinity pull the D. C. trolley voltage down to a pre-determined amount, usually about 450 volts, and they shut down automatically when the ampere load drops to a pre-determined amount, usually about 200 amperes.

Protected Against Fire

The apparatus is housed in fire-proof buildings and fire walls are used to separate the synchronous converters, transformers, switches and lightning arresters. Oxide film lightning arresters, which do not require charging, are used on all the 15,000 volt lines, except one where an electrolytic arrester of a special type is used, which requires charging once a week only. On all the D. C. feeders, electrolytic or condenser type arresters are installed. It is essential that automatic substation equipment be given the best protection possible against lightning and surges.

The automatic substation control is rather complicated. Originally, it

seemed to us that simplicity was highly important, but after some operating experience, it seems more important that complete protection of equipment be secured against all possible operating contingencies, even at the expense of simplicity.

In our specifications at the present time, we require the following protective features in connection with the control equipment:

Converter must not be permitted to start or continue to run if A. C. supply voltage is less than 80 per cent of normal; or to start with an open or reversed phase in A. C. supply to main transformer; or to remain connected to line through starting or running contactors for a period much in excess of normal starting time, if converter fails to rotate or to be completely connected to D. C. bus. Converter is to be "locked out" by a manually reset device if attempt is made to start more than a predetermined number of times in a set time.

Converter is not to be connected to D. C. bus unless polarity is correct with normal shunt field excitation, and preferably only when converter D. C. voltage equals or exceeds the bus voltage.

There must be provided 3-phase maximum overload protection manu-

ally reset; 3-phase thermal overload protection automatically reset; and D. C. resistance grid overload protection with automatically reset thermostatic control to shut the converter down when grids become too hot and restart it promptly when grids cool.

Converter is to be shut down by a reverse D. C. current of not more than 75 per cent of amount required to idle converter as a direct current motor.

Converter is to be completely disconnected from the line if speed should exceed 115 per cent normal.

Converter is to be shut down until manually restarted if a serious flash-over occurs between A. C. collector rings, D. C. brush-arms or to bearings and frame.

Converter is to be completely disconnected from line until manually restarted if a bearing becomes too hot.

Overload Protection

All of our synchronous converters are compound wound and protection against direct current overloads on the line is secured by automatic insertion of grid resistance in series with the converter, and in some cases with the individual feeders when such overloads occur.

The apparatus in our automatic substations is loaded fairly close to the limits of its guaranteed capacity, particularly with reference to momentary swings, and this, together with the extremely rapid fluctuations in load, due to operation of heavy trains and the rather wide variation in A. C. voltage, has made the successful automatic operation of this equipment somewhat more difficult than in stations where the load is more uniform and where the stations have more reserve capacity.

When we installed automatic substations, we expected to experience troubles to contend with, and our expectations have been met in this respect. Nothing has developed, however, of a very serious nature. With the control equipment, there have been occasional failures of contractors, relays or other instruments, sometimes due to getting out of adjustment and sometimes to poor contactors and sometimes due to coils burning out due to improper design or construction, but these troubles have been pretty well eliminated as they developed.

The most troublesome thing which we have met in the operation of this equipment, has been the occasional flashing-over of synchronous converters. While such flashing-over is infrequent, we have had several instances of it and in one case one of the brush holders and some of the brushes were burned off the machine. Great improvements have been made in recent years in the design of synchronous converters, still the manufacturers are unable to build 50-cycle converters which they can guarantee will not flash-over under some load conditions.

It is our custom to have our automatic substations inspected once a day and to have them shut down and cleaned twice a week. Three automa-

EMPLOYEES' TELEPHONE RATES ANNULLED

THE following bulletin, under date of December 4th, dealing with the discount formerly made to Pacific Electric employes for residence telephones, was issued by D. W. Pontius, Vice President and General Manager:

"To all concerned:

"Regret to advise that the telephone companies of Southern California have notified this Company that effective January 1, 1923, the courtesy of a discount on residence telephones allowed to employes of the Pacific Electric Railway Company, will be discontinued.

"This notice is given you in advance so that you may arrange to enter into individual contract with the Telephone Company, if telephone service is still desired, as the contract that this Company has signed for you will not be effective after December 31, 1922."

tic substation inspectors take care of our seven automatic substations. These substations are scattered over the system, in some cases there being some twenty miles between stations, so that time consumed in taking care of them is greater than it would be if our stations were located closer together.

On the Pacific Electric, we have in general adopted as standard single unit automatic substations not exceeding 1500 kilowatts in capacity, and without providing room in the stations for adding more units in the future, because when additional substation capacity is needed, we plan to build additional substations rather than add more units to existing stations. The single unit idea seems to be quite generally adopted, as I notice in looking over the list of automatic substation railway installations that about 90 per cent of them are single unit stations. The reason, of course, is the desire to take advantage of the opportunity which the automatic substation affords of using close substation spacing to reduce the cost of feeders and of feeder and track losses.

The automatic substation control for a two-unit station is not only much more complicated than for a single unit station, but it costs practically twice as much, so that there is little to recommend its use on a 600 volt D. C. interurban system.

When it comes to city substations, the cost of transmission lines, the cost of real estate and the difficulty in obtaining permits for substation construction, may in some cases make the use of small one-unit automatic stations impractical or impossible. General analysis is of little or no value, as each case has to be analyzed and determined by itself. On the Pacific Electric, however, we have so far

TRAFFIC COMMISSION SHOWS CAUSES OF CONGESTION

In a recent survey of traffic conditions, the Los Angeles Traffic Commission, pointed out some interesting data in connection with local traffic congestion. Here are some of the contributing causes of congestion and figures of traffic accidents resulting therefrom:

In 1919 there were 62,600 automobiles registered in the city of Los Angeles. On December 1st, 1922, the city's automobile registration was in excess of 165,000.

In the 1900 the Government census ranked Los Angeles thirty-fifth in population among the cities of the United States. The government census of 1920 ranked Los Angeles the eleventh largest city in population.

During October, 1922, a total of 4,079 traffic accidents in Los Angeles were recorded by the Police Department, as against 2,047 in October, 1920.

In 1921 the death rate from auto accidents in Los Angeles per 100,000 population was 27.9—as against:

For the whole United States.....	11.5
Average of all large cities	15.0
Manhattan	18.8
Chicago	20.3

Based on recent checks, the following volumes of traffic are handled daily between the hours of 5 and 6 p. m. at Seventh and Broadway:

Pedestrians	18,000 to 20,000
Automobiles	1,200 to 1,400
Street cars	320 to 350

The intersection of Seventh and Broadway handles the largest volume of automobile traffic in the downtown district. From 7 a. m. to 6 p. m., a recent check showed a total of 13,468 passing automobiles at this intersection.

Fifth and Broadway is the busiest intersection in point of pedestrian traffic, checks showing a maximum of approximately 25,000 pedestrians per hour, as against a maximum of 23,000 at Seventh and Broadway.

The Los Angeles Railway operates in the congested district 8,404 car movements daily; the Pacific Electric more than 4,000 daily.

To Western and Wilshire avenues goes the distinction of handling the largest volume of automobile traffic of any intersection in the city. More than 34,000 automobiles crossed this intersection in a recent check of 18 hours.

found it economical on 600 volt lines to use single unit automatic stations of not more than 1500 kilowatt capacity, and to continue the use of manual control in the larger stations.

THROUGH THE CAR WINDOW

*Little Observations by "The Man"
Who Rides Often*

SOMETIMES "The Man" who rides often taken a trip which carries him right by the "office window," and he learns that there are just as many interesting things to be seen through that window as through the "car window." Also, an open door frequently furnishes scenery to provoke some careful thought.

The open door to a record room at a large freight station, such as one might find at a terminal, has been known to disclose an awful mess of files. Yes, "mess" is the word. Some lie around in a hap-hazard way, out of their places; some are missing entirely, and no receipt having been taken when they were taken out, no one knows where they are. Such a confusion; such an inefficiency; such a loss of time and energy; such an inability to get facts about O. S. & D. matters.

The man who doesn't answer his correspondence can be seen through the office window, with his desk looking like a haystack on account of accumulated correspondence. It may be that he is just lazy; it may be that he is one of the kind that thinks people will believe him to be a hard worker, if he is always behind; or, it may be that he is just too discourteous to make a prompt reply to a letter, and is too selfish to care how much he discommodes or embarrasses the other fellow.

You see, it is very likely that it is the problem of courtesy that bobs up again, here as in most other places where there is trouble. The courteous man (or woman) does not keep people waiting without an explanation. The selfish and discourteous person cannot make friends for the Company, either within the ranks or outside. Nor do they make money, or save money, for the Company. They are a poor asset, indeed.

Well, Henry Ford is writing the story of his life, and some of us have been reading it with a thought away back in our minds that perhaps we might get onto how to make ourselves sufficiently successful to gather in a few dollars surplus. What he is saying is very interesting, and worth pausing for thought in several places.

In one place he says, "No business can improve unless it pays the closest possible attention to complaints and suggestions. If there is any defect in service, then that has to be instantly and rigorously investigated." Just note that he does not say that the person making the complaint or suggestion should be investigated; oh,

no; what he means is to get after the evil, or alleged defect, right away. Get it off the map, instant!

Along in Henry's early days he received plenty of complaint and suggestions and does, yet, for that matter. But not in the same proportion to the volume of his business as at first. And now we find that one of the things that made his business improve was that little scheme of his that made him profit by complaint instead of consuming his energy in fighting back. What he wanted was progress, and he did not care who knew it, nor who gave him the tip. He was wise that denial of a fact never yet altered the Truth.

Many of our patrons criticize us, and make complaints, and usually it is not done to help us, but to embarrass us and make life miserable for us just because they are not satisfied. The thing to do is to listen and smile and be courteous, and then turn the complaint in so that we may study the matter. It may be frequently the case that we can profit by it and improve the service.

And don't forget this; that if we can improve the service, there will be that much fewer kicks to listen to and be sweet about. Thus, by taking this course, you can make your own life more enjoyable.

If your automobile develops a small knock, or squeak, or rattle, you don't go around trying to make out a case that it is all right. I should say not; you get busy and fix it up, and you don't get sore at the fellow who directed your attention to it, either. That is just the way you ought to do in connection with the Company "machine." If some patron gets on your car and makes a yell about something, don't get sore and "talk back," but listen and turn in the "yell"; we may be able to learn something yet. Or see something that has hitherto escaped our notice.

HOLLYWOOD CARS BETTER LIKED BY TRAINMEN

Conductors on the Hollywood Line are becoming accustomed to the new 600-class cars, and liking them better since the rainy days have come. It was hard at first to remember to push the button to shut the doors and some delay was caused thereby. The ventilation of the new cars has not suited some of the patrons and it was found that with the heaters on continuously the air became too warm and the cars seemed "stuffy." All these things are being ironed out as experience shows the need.

WEEKLY CARD PASS PLAN ADOPTED IN PASADENA

Announcement of its decision to extend to Pasadena local passengers the weekly pass plan was made during the past month by D. W. Pontius, Vice President and General Manager. The new plan, which became effective Nov. 27, provides local passengers with a pass good for an unlimited number of local trips at a cost of \$1.00 weekly.

A particularly appealing feature is the fact that the card is transferable, being good for use of purchaser, any member of his family, or other person. The only limitation is that pass is honored for only one person on any one trip of a car.

Passes are being sold at local ticket offices in Pasadena and on local cars beginning Monday of each week and are good for passage until midnight the following Sunday. They are also acceptable on interurban cars within local limits. To secure full use of pass they must be purchased on Monday of each week, as they automatically expire at midnight each Sunday.

The Company introduced this plan in September at Riverside and Pomona and Pasadena is the third point decided upon in a continuation of the plan to test the desirability of patrons to the weekly pass. Electric railways in many cities of the east have adopted this plan and the public has shown a decided liking to it.

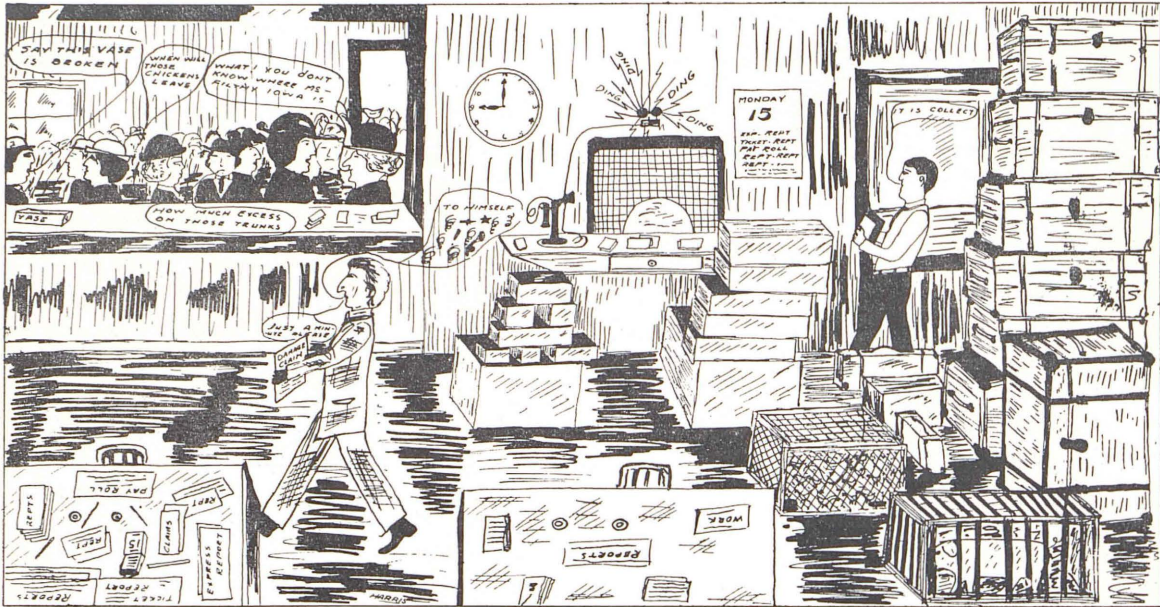
To the passenger who rides daily the pass has a particular appeal as on the basis of a 6-cent fare a total of 17 trips will suffice to warrant the purchase of the pass. By its use the purchaser is able to go home to lunch, attend theatre, church, lodge or school and effect a worthwhile saving weekly. The burden of shopping to the housewife is also lessened, as with the pass it will be possible to use street car in getting about the business district. Another feature is the elimination of transfers and need of making change.

DR. WEBER IN GERMANY

A letter received from Dr. W. L. Weber advises of his sailing for Northern Germany on November 18th, his trip abroad being both in the nature of a vacation and educational one. It is his intention to visit the clinics of Germany being conducted by the Government, the scope of which has attracted physicians from all over the world.

Prior to his departure abroad Dr. Weber visited numerous eastern clinics in the interest of his profession. His family accompanied the Doctor east, but illness of his children, from which they have now recovered, made it inadvisable that they accompany him abroad.

AN AGENT'S GRIEF ON MONDAY THE FIFTEENTH



By H. C. BEDWELL
Agent at Whittier

OH, HUM!" said the Agent as he came into the office and paused to stare darkly at his calendar. "It's Monday, and the middle-of-the-month express reports are due, and the weekly fruit report, and the pay-roll, and the S. P. weekly ticket statement."

He checked off the items on his calendar with enthusiasm.

"I'll make up the pay-roll first," he decided. "I wish I'd stayed at home yesterday. Sundays sure get you tired."

"Why is it that the middle and end of the month most usually come on Monday?" he demanded of the Assistant.

"I think," said the Assistant, who had his nose stuck tight in the cash book, "that it's because whatever doesn't happen during the rest of the week usually happens on Monday."

The Agent hung up his hat and stared around the office and the waiting room to see if the janitor work would pass official inspection. Then he squared himself at his desk and reached for the pay-roll blanks with one hand, and, as the telephone rang just then, he gathered it to him with the other.

Blue Monday had begun.

Faces began to appear rapidly at the ticket window, and the Agent took up his beat between his desk and the counter. The Assistant was delivering freight and writing up reports; and they both were answering the telephone between whiles.

Where Tact Helps

The office was running smoothly and cheerfully. Then came a lady on the hunt for a ticket to a fly-

speck point at the end of a branch line in Iowa. She was nervous and slightly irritable, and "dreaded the trip." She was sure there was a through tourist sleeper to Des Moines on the Golden State Limited, and when finally convinced that there was not, it required quite a little tact and gentle handling before the price of the ticket could be coaxed from the neat hand-bag.

Meanwhile the golden moments were dropping away, and the express report was hardly started.

About the same time the Assistant ran into a snag. An old gentleman came with an open package in which was a mangled, hand-painted vase. It was an anniversary gift from "our daughter," he explained. It had been received on Saturday, opened on Sunday, and here he was with his little tragedy to tell. The Assistant produced blank forms, and cheerfully took many of his golden moments explaining how claims are made.

A man arrived with five large coops of chickens to be forwarded by express. Then a transfer man brought trunks to be checked to Fayetteville, Ark. The passenger whose trunks they were came forward with the return portion of two tickets, and weighed the baggage. He paid the watched anxiously while the Agent excess baggage charge without comment, but he eyed the scales beligerently a time or two as if doubting them entirely.

And the telephone kept ringing. People kept flitting in for a ticket, and for information—and in fact for all the things people come to a railway's station for. Most came with

a smile and a cheerful word; but some there were of pessimistic cast, of grudging dispositions. One and all received quick, cheerful service.

Then just as the express car arrived, the Supreme Ruler of the Sons of Solomon came to confer about the convention of the Sons to be held in town.

The Ruler was a large, slow man, who looked as if some one had pitchforked some clothes onto him out of a rag-bag. But he was a big man in all ways—big in heart and wealth and influence.

Their talk was brief. More real business was done within the next few minutes than had been in the previous hour.

The passenger office was called on the telephone. The cool, crisp voice that answered steadied the Agent, whose nerves had begun to jump a little, because a number of people were lining up at the counter waiting for him, while the Assistant was working the express car alone.

Things cleared rapidly within the next hour. Then it was lunch time.

Day's Routine

The afternoon began more quietly. The Agent spent an hour calling on shippers who had minor complaints to be ironed out. On his way back to the office he stopped in at the offices of the Chamber of Commerce for a few words with the cheerful secretary. Then squared at his desk again, the express reports started growing rapidly.

The local freight arrived and took away another hour. After that, empty cars had to be ordered. The Assistant tore himself violently away from

expensing bills and delivering freight to sprint to the packing house for the billing on four cars of fruit. These he waybilled and was back at the packing house in time to have the bills torn ruthlessly from him by the freight conductor, and to make a grand scramble to seal the cars.

The day began to close in. The express report got itself balanced and into the press. The Assistant staggered in under the last load of U. S. mail. The Agent began to whistle as he took the express reports from the press.

"All set?" he inquired of the Assistant as the clock showed it time to quit. "Then let's get the desks cleaned up and get out of here."

Ten minutes later he paused with the key in the front door to look around.

"It's a great life if you don't forget something," he said. "So don't forget to tell the dispatcher in the morning how many loads we had out today, or they'll hand us some of those demerits."

"It wasn't such a rotten day," he thought as he walked briskly homeward, greeting cheerfully his fellow townsmen as he went. "I wonder what's at the show tonight."

SOUTHERN DIVISION NOTES

By A. F. Masters

The Southern Division trainmen's meeting was attended by fourteen trainmen from the Seaside terminal, which practically made it a Long Beach evening. Watch the notices and let's keep up our attendance record.

The following trainmen are on vacation: J. L. Smith, R. N. Parrent, A. J. Ennis and J. M. Lyon.

The many friends of R. N. Matson, who has been confined in the Sierra Madre Mountains, will be glad to know that he is getting along nicely. He visited the Terminal a few days ago and looked much improved; says he has gained fifteen pounds and hopes to be back to work, but on the Northern Division, in six months or less.

C. E. Rose is back from his eastern trip; says he visited the states of Chicago and Michigan.

A. J. Ennis bid in and received Owl run No. 253.

WESTERN DIVISION NOTES

By E. C. Brown

Conductor J. E. and Motorman W. N. Black—better known as that pair of "B's"—have arranged an extended visit to their home in the east.

Motorman H. B. Smead is wearing a happy smile due to learning of a big advance in some oil holding. We are glad of his good fortune.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Mr. Gilks, foreman of the winding shop, has perfected a new method for winding GE-73 motor field coils that will undoubtedly have a marked effect in prolonging the service life of a set of coils.

We are asked several times a month what "M. C. M." means. "M. C. M." means "Material in Course of Manufacture." The work is done in the shop at the request of the Store Department by a "Store Order." Each store order is assigned a number against which all charges are accumulated and from the total of which the unit cost of the completed article is computed. With increasing equipment M. C. M.'s or "Store Orders" will increase in proportion. They already constitute a very considerable item of shop work.

If necessity is the mother of invention, imagination is the father of initiative. Let's put some imagination in our work, develop our initiative and find the shortest and quickest way to perform a certain task.

Mr. W. E. Stewart, chief draftsman, spent a week in San Francisco this month on Company business.

Mr. Dickson, general foreman of the Freight Repair Department, is on the run to keep freight equipment moving.

This work is closely associated with the Operating Department. Recently Mr. Dickson had a rush request to remove beet racks from cars and had the job done and the cars out again in record time. That is co-operation.

Switching and handling traffic at the Harbor has been so heavy that a steam locomotive has been placed in service there to assist the gas electricians in keeping the yard clear.

Mr. Wallace H. Gilbert, genial clerk to the Shop Superintendent, celebrated his 52nd birthday on Nov. 15th. "Gil" is an all around sport, but we noticed he sat down somewhat gingerly from effects of the occasion.

Congratulations!

Mr. John C. Spivey of the winding room, and Agnes Byrne, a New York girl, were married Nov. 12th, on the beach at Redondo. Mr. Spivey has many friends in the "family" who extend congratulations and best wishes.

Mr. G. T. Hart has joined the drafting room force at Torrance. Welcome to the "family."

Horseshoe pitching during the noon hour at Torrance has developed some experts in this sport, headed by Fred Hansen and Walter Clement of the

Blacksmith Shop, with George Wheaton of the Plating Department and Billy Blackmur of the Machine Shop, opposing them for leadership.

It is with pleasure we are able to advise that Jimmy Grant, in charge of the Air Repair Department, is so far recovered that he will soon be back on the job. The sight of the injured eye has been saved although it was for a time in doubt.

Mr. Grant praises the skilful work of the Medical Department and Dr. McCoy for saving his eyesight. We all thank them.

ACCOUNTING DEPARTMENT NOTES

By Mary Blackburn

Effective Dec. 1st, the Roadway, Store, Shop and Disbursements Bureaus have been consolidated and henceforth will be known only, as the Disbursements Bureau. R. E. Labbe will be Chief Clerk, with John Cuttle and C. V. Smith as assistant Chief Clerks. With this consolidation in effect, there must of necessity come many other changes.

Mr. Levine, known and loved by his clerks and other friends as "Mike," has been assigned to take charge of special work, and his ability will no doubt carry its weight in these new efforts. It is with regret that we see him leave our immediate office.

Harold Kuck will fill the vacancy created by Mr. Smith on the Statement desk, and Mr. Brewer will leave his musty price sheets to brief contracts on the Contract Desk.

Armistice Day took on a new meaning for J. L. Smith, Chief Clerk of General Accounts Bureau, when he was presented with a seven pound baby girl, Allyn Louise. The whole department joins in congratulations.

Miss Comontofsky of the Stenographic Bureau, is enjoying her vacation visiting friends and relations in Woodland, in the northern part of the State.

H. A. Culloden our former Auditor, was recently in the office handing out cheerful smiles and hearty handclaps. Such little things go a long way toward making life worth while and put new energy in one's work.

Mrs. May Barlow has been absent for a week account of the serious illness of her father.

It pays to be careful; the more careful you are the better it pays.

So Fast Time Flies

What has become of the old-fashioned girl who bobbed her hair and wore short skirts?—Chicago News.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Pacific Electric Club Executive Committee, held in the committee room at the club Wednesday, November 1.

The following members were absent: D. W. Layne, W. J. Hodge, A. S. Kuderna, B. L. Brown, J. G. Rovai, Ora Taylor, A. J. Guercia, L. F. Foegle, C. L. Bayless, J. Hanselman, G. W. Orr, W. M. Brooks, B. F. Manley, L. A. Lovell.

Report of Managers Club Fund

Balance on hand, Sept. 30....\$ 107.48
Receipts 1024.63

Total 1132.11
Bills and expenses 1094.16

Balance on hand, Oct. 31....\$ 37.95

Relief Fund

Balance on hand, Sept. 30....\$ 595.71
Receipts 536.96

Total 1132.67
Paid out in relief 689.05

Balance on hand, Oct. 31....\$ 443.62

Mortuary Payments

Mr. S. F. Brown, Motorman Northern Division. Beneficiary, Elsie Mildred Brown, amount \$702.50.

Mr. S. E. Fortier, Motorman Western Division. Beneficiary, Mrs. Lillian Fortier, amount \$702.50.

Unfinished Business

With reference to the matter of issuing passes so that employes can attend either the dance or the movie show, Mr. Pontius is agreeable to arrangements being made accordingly. The agreement is that one pass each week will be issued either for the dance or the movie show, as the employe desires.

The matter of furnishing dance tickets for the Redondo Dance Pavilion to the employes at a cheaper rate was again brought up by Mr. Richards. Mr. McCammond stated that arrangements have been made and are now in effect, whereby an employe can purchase forty dance tickets for \$1 on any day of the week except Sunday.

The committee appointed to investigate the forming of a recreational center for the employes, was dismissed. It was decided nothing further would be done until such a time as plans are completed for new club quarters.

New Business

The manager reported that an organization composed of fifty-eight members, to be known as the Pacific Electric Camera Club, had been formed, and that he has been called upon to furnish club quarters. It was voted that Mr. Smith refer this matter to Mr. Pontius for approval and for appropriation covering certain alterations to the rooms desired.

It was requested by a member of the committee from the Mechanical Department that arrangements be made with the Medical Department to place a first aid attendant at the Torrance shops. The following gentlemen were appointed as a committee to call upon Dr. Scholz and obtain his views on this suggestion.

Messrs: Smith, Richards, Stuart.

Mr. Stuart stated that an entertainment would be given Dec. 16th at the American Legion Hall in Torrance for all employes, especially those employed in the Mechanical Department.

December 23rd was chosen for a special entertainment and movie show at the club from 11 a. m. until 1 p. m. for all employes, especially those who are unable to come to the regular Friday night movie shows.

CLUB MOVIE PROGRAM

Dec. 15, 1922 to Jan. 19, 1923
Friday, Dec. 15:

Main feature: "On the High Seas," with Dorothy Dalton and Jack Holt.

Comedy: Johnny Jones in "Supply and Demand."
Pathe Review.

Friday, Dec. 22:

Main feature: "Pink Gods," with Bebe Daniels, James Kirkwood, Anna Q. Nilsson and Raymond Hatton.

Educational picture: "The Story of Asbestos," showing what Asbestos is, where and how it is obtained from the ground.

Saturday, Dec. 23:

Special entertainment from 11 a. m. to 1 p. m., for all employes, especially those who are unable to come to the regular Friday night performances.

Main feature: "Pink Gods."
Comedy: "An Ozark Romance," with Harold Lloyd.
Pathe Review.

Friday, Dec. 29:

Main feature: "The Cowboy and the Lady," with Mary Miles Minter and Tom Moore.

Educational feature: "The Story of Asbestos," 2nd installment.

Comedy: Paul Parrott in "Take Next Car."
Aesop's Fable, "The Wicked Cat."

Friday, Jan. 5:

Main feature: "Clarence," with Wallace Reid, Agnes Ayres and May McAvoy.

Comedy: Harold Lloyd in "Just Neighbors."
Pathe Review.

P. E. CLUB BULLETIN

Dec. 10, 1922 to Jan. 10, 1923

Monday, Dec. 11:

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

P. E. Chorus rehearsal at 8 p. m.

Wednesday, Dec. 13:

Operating Staff meeting at 10 a. m.

Rod and Gun Club meeting at 8 p. m.

Thursday, Dec. 14:

Lucky Spot Dance in Auditorium at 8:30 p. m.

Friday, Dec. 15:

General Staff meeting at 10 a. m.

Northern Division Safety Committee meeting at 2 p. m.

Regular Movie Show in Auditorium at 7:45 p. m.

Monday, Dec. 18:

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

P. E. Chorus rehearsal at 8 p. m.

Electrical Department meeting at 8 p. m.

Refreshments served after meeting.

Tuesday, Dec. 19:

Trainmen's meeting (all divisions) at 8 p. m.

Refreshments served after meeting.

Thursday, Dec. 21:

Souvenir Jazz Dance in Auditorium at 8:30 p. m.

Friday, Dec. 22:

Regular Movie Show in Auditorium at 7:45 p. m.

Saturday, Dec. 23:

Special Movie Show and Entertainment from 11 a. m. until 1 p. m. for all employes.

Thursday, Dec. 28:

Regular Club Dance in Auditorium at 8:30 p. m.

Friday, Dec. 29:

Regular Movie Show in Auditorium at 7:45 p. m.

Tuesday, Jan. 2:

Southern Division Safety Committee meeting at 2 p. m.

Wednesday, Jan. 3:

P. E. Club Executive Committee meeting at 2 p. m.

Thursday, Jan. 4:

Western Division Safety Committee meeting at 2 p. m.

Oriental Jazz Dance in Auditorium at 8:30 p. m.

Friday, Jan. 5:

Regular Movie Show in Auditorium at 7:45 p. m.

Monday, Jan. 8:

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

P. E. Chorus rehearsal at 8 p. m.

Wednesday, Jan. 10:

Operating Staff meeting at 10 a. m.

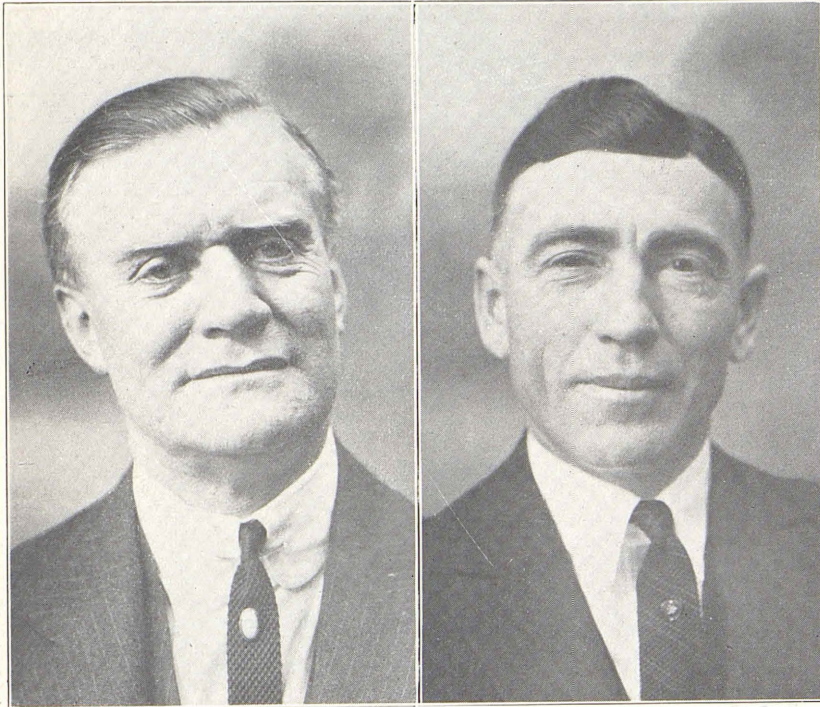
Rod and Gun Club meeting at 8 p. m.

NEW SWITCHING MOTOR AND LOCOMOTIVE

The Torrance shop is busy building a new switching locomotive, which will be a duplicate of motor 1600. This locomotive will probably be used in Eighth street yard and will release a 1601 class locomotive for road service.

Also, a steam switching locomotive has been purchased for service at the port to assist the gas-electric locomotives in hauling switching on the docks and in other places where it is considered impractical to put up trolley wires.

TWO NEW MANAGERS



N. B. Vickrey (left) newly elected Manager of Pacific Electric Club, and H. D. Priest, who succeeds Mr. Vickrey as Manager of Alpine Tavern.

THE resignation of C. Mort Stuart, Manager of the Pacific Electric Club, the election of N. B. Vickrey to position vacated by Mr. Stuart and the selection of Mr. H. D. Priest as Manager of the Alpine Tavern, vice Mr. Vickrey, were among the changes announced in our official ranks during the past month.

Mr. Stuart leaves the Company to accept a position with the instrument department of the Birkel Music Company, a field of endeavor with which he is intimately acquainted, having had considerable previous experience in that line. Following closely the announcement of his resignation came the surprising news of his marriage to Miss Nan Vera Bradford of Los Angeles, the nuptials having been performed December 2nd at the Ebell Club.

During his many years with the Company Mr. Stuart made a large following of loyal friends who extend to him every good wish for his success in his new field and happiness in wedlock. To his ability and genial manners may be attributed much of the present success of the club and in this work he spared no effort in making our club what it is, the best organization of its kind in California.

N. B. Vickrey, who succeeds Mr. Stuart, is a familiar member of the Old Guard, having commenced service with the Company in 1905. He served in various capacities until his appointment as Manager of Alpine Tavern in February, 1916. As one of

the original organizers of the Club, Mr. Vickrey has every qualification necessary to successfully carry on the work and his many friends are pleased to learn of his advancement, knowing that the Club will continue to function efficiently and well under his direction.

H. D. Priest who becomes Manager of Alpine Tavern, vice Mr. Vickrey, has been connected with the Passenger Department since 1916. Previous to his present appointment he has been employed as Traveling Passenger Agent, his field being the Western Division. In his new position Mr. Priest will return to a field of endeavor in which he has had much experience, having followed hostelry work for many years previous to his connection with this Company.

Other changes in the ranks incident to the foregoing are: C. E. Morlan, Chief Rate Clerk to Traveling Passenger Agent, vice Mr. Priest; M. B. Brucker, Ticket Stock Clerk to Chief Rate Clerk, vice Mr. Morlan; H. F. Gentry, Ticket Agent to Ticket Stock Clerk, vice Mr. Brucker and Ralph Dimon, Asst. Ticket Stock Clerk to Ticket Agent, Passenger Department, vice Mr. Gentry.

A farmer hitched his team to a telephone pole.

"Here!" exclaimed a policeman, "You can't hitch there."

"Can't hitch?" shouted the irate farmer. "Well, why does the sign say, 'Fine for hitching'?"—Bessemer Monthly.

CAL. COMMISSIONER AGAINST C. P.-S. P. SEPARATION

The Interstate Commerce Commission in its tentative plan of consolidation prepared in accordance with the Transportation Act of 1920, has already placed in concrete form its belief that the continued unified operation of the Southern Pacific-Central Pacific System would best serve the public interests. The Interstate Commerce Commission reached this conclusion in spite of the fact that Prof. William Z. Ripley who prepared a list of suggested consolidations, advised the combination of the Central Pacific with the Union Pacific. Prof. Ripley in discussing his plan for the Commission, admitted that the dismemberment of the Southern Pacific-Central Pacific system would work to the disadvantage of California. He called attention to the fact that the California State Railroad Commission was opposed to the dismemberment and quoted John Eshleman, President of the Board, as declaring that the proposed dismemberment would amount to a calamity to California.

The California State Railroad Commission today is just as firmly opposed to such dismemberment.

The Railroad Commission then and now opposes dismemberment and a transfer of the Central Pacific to the Union Pacific, because it would:

First, merely substitute the operating agency of the Central Pacific properties and would not create any new or substantial competition.

Second, tend to increase rates and fares.

Third, impair the financial stability of the Southern Pacific Company.

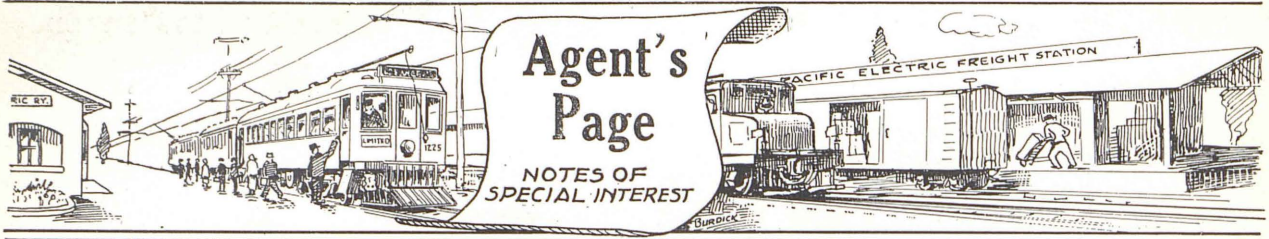
Fifth, seriously impair the service rendered by the Southern Pacific Company to the shippers and traveling public.

Opposition to the proposed unmerger has been declared by shippers representing more than ninety per cent of the interests now served by the present transportation machinery. These shippers represent annual freight bill of more than two hundred and fifty million dollars. Their objection to the unmerger is based entirely on the advice of their own traffic experts, who, throughout the state are practically as one in declaring that the unmerger would saddle needless additional expense on the growers and shippers, would impair the present service, and place serious obstacles in the way of transportation development.

NEW BLOCK SIGNALS ARE NOW IN SERVICE

The new block signals between Ontario Park and Newton, on the Pasadena Short Line, were put in operation without a hitch and reflect credit on Signal Supervisor Florence and his corps of skilled signalmen.

Already signal engineers from other railroads have come to look them over and get pointers and only complimentary expressions are heard.



AUTHORITY EXPLAINS CAUSE PRESENT CAR SHORTAGE

"The present transportation situation was aggravated but not created by the coal and railway shopmen's strike," Samuel O. Dunn, editor of the Railway Age, asserted at the recent annual convention of Associated Business Papers. The condition is due mainly, he added, to a great industrial revival and commercial activity and to a long decline in the expansion of railroads.

"Production and commerce are trying to increase as much as they did after the panics of 1893 and 1907 and after the depression of 1914 and 1915," he said. "But the capacity of the railroads has not increased within recent years as it formerly did. This is the principal reason why, at the very beginning of this business revival, the country is confronted with a shortage of transportation that is preventing the speeding up of production in the mines, the mills and factories.

"The reduction in the expansion of the railroads has been due to the policy of government regulation, which for fifteen years has reduced and restricted the net return earned by them.

"Under a ruling of the interstate commerce commission, they are now entitled to earn an average of 5 3/4 per cent. Thus far in 1922 they have earned 4 1-3 per cent. They can never raise enough capital to develop their facilities and handle the country's business until they can earn a larger net return.

"The public has persisted in regarding the railroad problem as chiefly one of rates. It will lose more in a short period by this lack of transportation than it has gained in the last ten years by keeping rates on a basis which has almost stopped railroad development."

STREET CARS ARE SAFEST

Figures published by the National Safety Council, covering 35 leading cities in the United States with a total population of seventeen and a half millions, show that from 1915 to 1920 street car fatalities decreased 15 per cent, whereas automobile fatalities increased 89 per cent. Here are the figures:

1915	1,274	559
1916	1,565	668
1917	2,057	785
1918	2,330	787
1919	2,478	576
1920	2,670	525

NEW FREIGHT EQUIPMENT FOR S. P. AND P. E.

That the Southern Pacific Company intends to avoid future car shortages is evidenced by the activity it is showing in placing now, huge orders for various kinds of freight equipment. The following item, appearing in the Southern Pacific Bulletin, shows the pretentiousness of its plans:

"Immediate construction of 7,000 freight cars, to cost more than \$8,000,000 has just been authorized by the executive committee of the Southern Pacific Company.

"This new freight equipment, which will be delivered during 1923, does not include refrigerator cars for handling perishables, as the Company's supply of refrigerators is provided by the Pacific Fruit Express Company, in which the Southern Pacific owns a one-half interest. The new equipment program of the Pacific Fruit Express Company, soon to be announced will add a substantial number of refrigerators to the 21,598 the Pacific Fruit Express Company now owns.

"The addition of these cars to the Southern Pacific's present supply will materially benefit Pacific Coast shippers. The purchase of this new rolling stock is in line with the established practice of the Southern Pacific Company in maintaining the highest standard of transportation service for its patrons.

"Plans for the construction of these new cars for the Southern Pacific are nearing completion and it is expected that a large proportion of the new rolling stock will be built on the Pacific Coast with Pacific Coast materials and labor. The new cars will be of the most modern design and the last word in railroad equipment.

"The total number of cars owned by the Southern Pacific Company at present is more than 58,000 and the addition of these new cars will form a substantial increase in the Pacific Coast freight car supply."

The rolling equipment of the Pacific Electric will also be considerably augmented within a few months through the purchase of 400 dump cars, 150 flat and 200 box cars, representing an approximate expenditure of \$1,500,000. Partial delivery on the first order of 200 dump cars is expected by December 15th.

The Summer Vacation

40 weeks in anticipation;
10 of hustling preparation; (
1 to pack and reach the station;
1 of final realization.

HIGHLAND MAKES FIRST ORANGE SHIPMENT

To Cleghorn Bros., independent shippers, located at Highland on the Pacific Electric, goes the honor of shipping the first car of the new crop of navel oranges out of Southern California for the season 1922-23. The first car coming from this district the Pacific Electric receives the distinction of transporting the first car of the new navel crop.

The Highland district has prospects for a splendid crop of navel oranges this year. The percentage of fruit on the trees in that section appears to be far heavier than for Southern California as a whole. The fruit is sizing and coloring very rapidly and has passed the sugar test in several orchards sometime past. Upwards of sixteen hundred cars of fruit are expected to be shipped from Highland district this year.

EXPRESS HONOR ROLL SHOWS IMPROVEMENT

The American Railway Express Co. Honor Roll for August and September, 1922, contained the following Pacific Electric agents as having made a perfect score during those months in not making a single error or omission in the preparation of their express reports and sending them in on time.

August, 1922: C. J. Hileman, Claremont; H. A. Studebaker, Covina; C. W. Rutledge, Des Moines; V. A. Taylor, Loftus; A. G. Owen, San Dimas.

Sept., 1922: J. C. Winterburg, Artesia; C. Whiteley, Brea; H. A. Studebaker, Covina; C. W. Rutledge, Des Moines; A. R. Stevan, Garden Grove; V. A. Taylor, Loftus.

On the delinquent list for August, there were four Pacific Electric agents, while in September, only two names appeared on this list.

The Honor Roll should be increased to 100 per cent, while the Pacific Electric should not have any representatives on the delinquent list.

AGENCY CHANGES

Effective November 27th, Mr. R. L. McMichael was appointed Agent at Garden Grove, Vice A. R. Steven, who had previously been transferred to the Watts station.

Mr. McMichael entered the service as an Assistant Agent at Whittier and took care of relief agency work this past summer and fall.

Harbor Traffic Shows Tremendous Increase

Pacific Electric Activities Facilitate Handling of 100% Increased Volume in 1922 Over Same Period in 1921

By G. F. SQUIRES
Asst. to Freight Traffic Manager

ADDITIONAL harbor facilities and efficiency in transportation conditions continues to be the paramount subject of discussion in local transportation circles.

Adequate facilities for handling cargoes at Los Angeles Harbor, coupled with transportation efficiency, is the most important requirement of our modern industrial structure. The freight service of the Pacific Electric Railway is daily assisting in accomplishing the marvelous growth which Southern California is now experiencing.

Figures covering the amount of tonnage handled through the Los Angeles Harbor during the past year reveal in a striking way the tremendous growth of local port business. Showing the advancement in this direction, warehouse records alone indicate that for the first nine months of 1922, the business handled reflected an increase of more than one hundred per cent over the same period of 1921. In terms of total tons the figures compare as follows: 1922, 4,732,125—a gain of 2,431,581 over the 2,300,581 tons of last year.

Coincident with the development of the Los Angeles Harbor as a port for world commerce, have sprung commercial activities of varied type which in addition to the increased now of steamer traffic, has established the electric railway freight service of the Pacific Electric Railway Company as a recognized factor in the industrial life of this community.

The Municipal Terminal Railway, which is composed of over fourteen miles of trackage, serves all the waterfront improvements and in addition to the Pacific Electric doing a heavy steam railroad freight business, we are performing practically the entire switching service over trackage of the Municipal Terminal System in the Harbor District for the steam lines serving the Port.

What is now the Port of Los Angeles was discovered in 1542 and the city was founded in 1781. The present harbor lines were established by the War Department in 1908. The consolidation with Los Angeles of the harbor cities of San Pedro and Wilmington was effected in 1909.

The City of Los Angeles has ex-

pendent on the improvement of its water front \$7,800,000 and has available \$7,000,000 for further improvement. The United States Government has expended approximately \$6,000,000 on the breakwater, dredging and jetty work. Appropriations available for further Federal projects amount to \$984,300.

The Government breakwater is 211 miles long and the revolving light on the seaward end is seventy-three feet high, of 67,000 candle power, and has a range of fourteen miles.

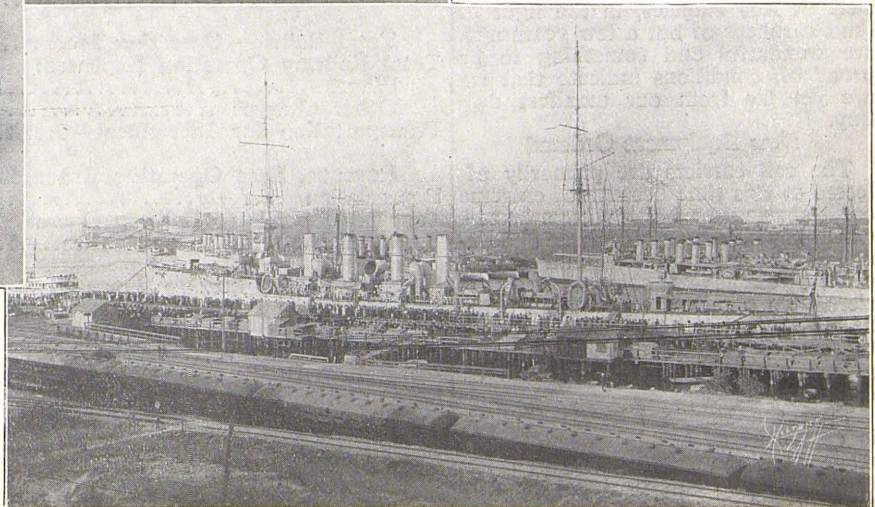
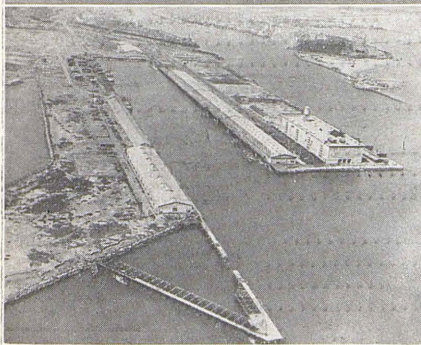
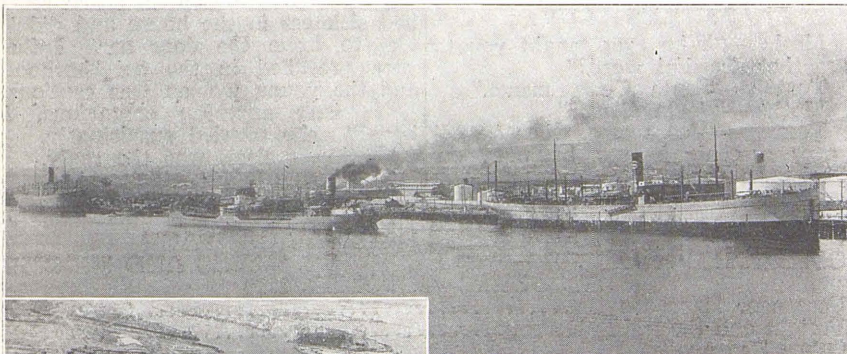
Wharve Facilities

Municipal wharves are of standard construction, 10,780 feet being of wooden piles, creosoted, and deck, and 3,120 feet being of reinforced concrete piles and deck. Depth of water in channels leading to the wharves is indicated on the map, which will be furnished on request. Private wharves total approximately 24,000 feet and are practically all of wooden construction.

The city owns and operates 5 transit sheds, having a uniform width of 100 feet, and a combined length of 4,430 feet. There are also 585 feet of umbrella sheds.

All of these improvements are accessible by rail and paved roads. Warehouse No. 1 is a six-story and basement building of reinforced concrete, 152 feet by 482 feet in size, and with a cubical capacity of 4,604,400 feet. It is located on Pier No. 1, is admirably served by rail and paved street, and is equipped with electric elevators, whip hoists, and trucks. A portion of this warehouse is bonded.

For the first time in the history of



Typical scenes of activity and section of waterfront of Los Angeles Harbor at San Pedro.

the Port, it is anticipated that shipping entering Los Angeles Harbor for one month will total more than 100,000 tons.

Two hundred and ninety more vessels called at the Municipal Piers than in the former nine months.

Improving Port Facilities

The Port facilities have become so taxed that extensive improvements to rush work on the new transit sheds seems timely and when completed these structures will add materially to the handling capacity of the Harbor. Although the part that Los Angeles is doing in developing the Harbor facilities is material, the general development that is being carried out is even greater in scope. Many private firms are building factories, shipping structures and refineries along the waterfront. The Signal Hill oil development, combined with the industrial era, through which Southern California is passing, are responsible to some degree for the Harbor development.

A continually increasing volume of waterbound commerce, a lack of Harbor facilities to adequately accommodate the increasing demand, and a shortage of railroad cars for moving freight from the congested piers is tending to aggravate the situation generally with resultant delays and congestion.

Geographically, the Pacific-Southwest centers into Los Angeles and the Los Angeles Harbor. Its natural routes of travel, which have been strengthened by the lines of three important trans-continental railroads as well as the system of the Pacific Electric Railway are all constructed in such a manner that the commerce of this great Western Empire moves in the majority of cases through the metropolitan area of Los Angeles, and its Harbor. During the past few months the Pacific Electric Railway has been transporting peak loads of freight from the Harbor District to Los Angeles and interior Southern California points. Our facilities are being heavily taxed at times and every effort possible is being made to satisfactorily handle the business.

While our monthly clearances at the Port of Los Angeles, in the light of the clearances of but a few years ago, are wonderful and something to be proud of, conditions indicate that we are yet far from our manifest destiny.

New Equipment Ordered

The rail carriers are primarily affected at this time because of extreme car shortages being experienced, which has become a vital issue and demands the co-operation and teamwork of employees, shippers and carriers. To obtain the maximum benefit of the present freight equipment the matter of service being rendered promptly and efficiently becomes an important issue.

That the Pacific Electric Railway is cognizant of the increased freight transportation needs is reflected in the fact that orders have just recently been placed with eastern firms for in-

creased box, flat, tank and gondola car equipment. The first of an order comprising two hundred new gondola cars is expected to arrive during the early part of December.

The commerce of Los Angeles Harbor naturally falls into three grand divisions. The first, and most important of these, is the domestic coastwise trade, representing that business passing through the Port to and from the other sections of the Pacific Coast of the United States.

The second, and next in importance, is the domestic coast to coast commerce, practically all of which represents that trade between the Pacific-Southwest and the Eastern seaboard of the United States via the Panama Canal.

Third, in importance, but steadily increasing in volume, is the foreign commerce. During and following the latter part of this year there will be a fourth classification consisting of direct trade with the Pacific Ocean island possessions of the United States.

During 1921 the coastwise commerce represented approximately 55 per cent of the total commerce of the Port from the standpoint of values. The coast to coast commerce, next in importance, accounted for 31 per cent, and the foreign commerce for the remaining 14 per cent.

From the standpoint of industrial production, Los Angeles is a city of great possibilities. Being rich in raw materials produced in its territory as well as climatic conditions, power at reasonably low cost, all promise a bright future in this direction.

SANTA'S SLIP.

Mother—"Who ever taught you to use that dreadful word?"

Tommy—"Santa Claus, mama."

Mother—"Santa Claus?"

Tommy—"Yes, mama, when he fell over a chair in my bedroom on Christmas eve."—Life.

STORE DEPARTMENT NOTES

Kenneth Blackie has been transferred from Torrance to the Stationery Store.

F. W. Gill, Storekeeper, Macy St., has returned from his vacation spent in duck hunting in the northern part of the state. But owing to wet weather there were no geese brought in so it was necessary for all the boys to whom he promised a Thanksgiving dinner to dig down and buy their own goose.

James Owens, our Timekeeper has just returned from his vacation spent at San Diego and vicinity and reports having a very pleasant time.

Marion Carins recently joined the family being employed as stenographer in the General Storekeeper's office.

Mr. Tom Wilkes and wife are rejoicing in the arrival of a daughter on November 20th. Our sincere congratulations.

F. W. Campbell, Storekeeper at Sherman has returned from his vacation spent in the east and D. E. Porter, Storekeeper, is back after a vacation spent in San Francisco visiting relatives.

WELL!

The young lady was taking the church census, and a tall young man with a clerical appearance had just requested her to step inside, as they had sickness in the house and didn't like to leave the door ajar. Influenza prevailed in the neighborhood and the young woman was cautious. "It isn't anything contagious, I hope?" she queried suspiciously. "Twins, ma'am, was the reply. The young lady "flu."

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—OCTOBER, 1922

Passenger Revenues	\$1,090,891.76
Freight and Switching Revenue.....	393,702.04
Other Revenue	80,937.04
Total Railway Operating Income.....	\$1,565,530.84
Total Railway Operating Expenses:	
Wages	\$736,879.80
Other Charges	400,519.94
Transportation for Investment—Credit.....	3,893.30
	1,133,506.44
Revenue, Less Operating Expenses.....	\$ 432,024.40
Depreciation	23,758.51
Taxes Assignable to Railway Operations.....	82,631.84
Total Depreciation and Taxes.....	106,390.35
Revenue, Less Operating Expenses, Depreciation and Taxes....	\$ 325,634.05
Non-Operating Income	5,424.91
Net Revenue	\$ 331,058.96
Interest on Bonds and Other Debt.....	\$326,741.13
Rents and Miscellaneous Income Deductions.....	71,364.25
Total Deductions	398,115.38
Net income for month.....	\$ 67,056.42
Net loss for nine months.....	\$ 331,762.90

L. A. LOVELL, Auditor.

Los Angeles, California, Nov. 26, 1922.

What Causes and How to Prevent Slid "Flat" Wheels

Practice of Precautions Named Will Eliminate Costly and Annoying Feature

By W. A. BISHOP,
Office Assistant, Mechanical Dept.

THE constantly pounding of a flat wheel is not only very annoying to passengers, as well as residents along the right-of-way, but is destructive to other parts of the equipment, and also the track, and the cost of removing flat wheels for grinding and turning is no small item, to say nothing of the time car is held out of service while such repairs are being made.

For example the approximate cost to remove and grind or turn a pair of wheels ranges from \$6.00 to \$36.00, depending on the size of wheel and the size of flat.

The average cost of flat wheels per month for the past year amounted to approximately \$600.00.

Years ago when brakes were first installed on rail cars it was the opinion that a brake that could be applied with sufficient force to slide the wheels would be entirely satisfactory, and nothing more could be wished for. However, as the air brake developed, it was found that the most efficient brake was one that could be applied with a maximum pre-determined pressure without danger of wheel sliding, taking into consideration, of course, the speed, load, and rail conditions.

The braking power of freight and non-motor passenger cars is based on a certain percentage of the light weight of the car—that is the total pressure applied on the wheels is less than weight of the car, while on the motor cars the braking power is much higher. This is the reason that in addition to bringing a car to a stop the fly wheel action of the armatures has also to be overcome, therefore, the braking percentage ranges from 100 to 125, depending upon the diameter and speed of the armatures.

The fundamental reason for wheel sliding is because the total frictional force between the wheel and rail is less than the frictional force or pressure between the brake shoe and wheel. When this condition exists, the wheel will slide and become flattened, the extent of such flats will depend upon the distance they slide, together with rail conditions.

Caused By Slick Rails

The most common cause for wheel sliding is, no doubt, due to slick rail conditions, particularly within the city streets, where the running face of rail is flush with the pavement and the constantly increasing automobile travel, keeping the rails covered with a thin coating of tar. Therefore, when operating trains over city streets the speed restrictions should be fully observed in order that there will be no necessity for heavy brake applications, which would undoubtedly result in sliding and flattening wheels.

The retarding effect with a given brake application is greater at low speed than

at high speed. Therefore, when applying the brakes to bring a car or train to a stop, the brakes should be applied as hard at the very start as the conditions of speed rail and comfort of passengers will permit, and then releasing as the speed of the train is reduced, so that at the end of the stop, little or pressure remains in the brake cylinders. On the other hand, if light applications are made and the cylinder pressure increased as the speed of train is reduced, it not only makes a longer stop, but materially increases the liability of wheel sliding.

Another cause for wheel sliding is the reversing of the motors after the brakes have been fully applied. With a good efficient brake, the reversing of the motors will cause the wheels to slide immediately with the result that the wheels will be badly flattened, also the length of stop greatly increased.

Improperly adjusted brakes are sometimes given as the cause of flat wheels. However, it must be remembered that the foundation brake gear is so constructed that it is practically self-equalizing and within certain limits an equal pressure is applied on each wheel.

Perplexing Causes

It is sometimes asked then, if the brake is self-equalizing and the same pressure applied to each wheel, why are the wheels in many cases only flattened on one truck, or one pair of wheels in each truck.

It will be noted when conditions of this kind occur, that the wheels on the rear truck or the rear wheels in each truck, are generally the ones that are flattened. This is due to the transfer of weight through brake applications and truck distortions. That is, when brakes are applied on a moving car the tendency is for the car body to rotate or up-end itself on the trucks, also each truck has a tendency to up-end or rotate in the direction of movement. Through these distortions a greater portion of the weight of car body is transferred to the forward truck, and likewise the greater portion of the weight of each truck is transferred to the forward pair of wheels. It can readily be seen then that the wheels on the rear truck or the rear pair of wheels of each truck would be the ones most likely to pick up and slide first, due to the decrease in weight on same.

Another reason for flat wheels is the result of the improper use of sand; that is, by applying sand to the rails after the wheels begin to slide, for the reason that once the wheels start to slide they will, in most cases, continue to slide throughout the stop, regardless of whether sand is used or not, unless the brakes are released.

CARTOON CONTRIBUTORS

Readers have probably observed that E. K. Burdick, who in times past has contributed many excellent cartoons to the Magazine, has not submitted contributions to the past few issues. This is due to the fact that Mr. Burdick has been assigned to other duties and his spare time is now more or less limited. We gratefully acknowledge and appreciate the liberal manner in which Mr. Burdick aided in the work of the Magazine.

Mr. J. D. Harris, who submitted the cartoon in connection with the "Blue Monday" story appearing in this issue, is a comparatively new member of the Engineering Department. He has done considerable cartoon work for newspapers and his ability along this line is reflected in the excellent cartoon presented in this issue. Mr. Harris has expressed his willingness to contribute regularly.

PASADENA TRAINMEN NOTES By P. H. Riordan

Motorman Patterson is receiving congratulations and passing out smokes due to the arrival of a son in his family.

During the past month an epidemic of sickness seemed to have centered on Pasadena trainmen and ranks were thinned out considerably.

Many new faces on runs was recently apparent, especially on Lincoln Avenue and Montana Street due to the new schedules on these lines.

"Shorty" Bowers is not much at home these days; between working and breaking in a new auto he is a busy man.

No use looking for Motorman McKee in his old haunts; he joined the ranks of benedicts during the past month. Our sincere congratulations.

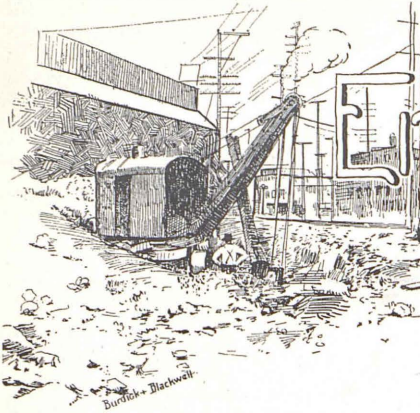
How It's Done

Little Harold on his first visit to the farm was very anxious to find out how everything was done, most of all how milk is obtained; so he followed his uncle to the barn. He watched the feeding, watering and milking with round eyes; and when his aunt asked him at supper if he found out how uncle got milk from the cow, he convinced her he had.

"Sure," he said, "uncle gave the cows a drink of water and some breakfast food, then he drained their crank cases."

In using sand the rail conditions should be taken into consideration and the stop should be anticipated, and if possible the sand applied to rails for the length of train before brakes are applied.

Wheels are often slid flat on account of failure to release a tightly set hand-brake, this is particularly so on freight equipment and should be carefully watched before leaving a terminal.



Engineering Notes

By A. U. Guercio

The following work has recently been reported completed:

Construction of spur track approximately 74100 ft. in length between Etiwanda and Grapeland on the San Bernardino line to serve the La Fourcade packing house.

Installation of 2-100 ft. passenger landings at San Pasqual St., and Huntington Drive at Lamanda Park on the Sierra Madre Line.

Installation of crossover at Westgate St., on the Lincoln Ave., line, Pasadena to provide temporary car storage facilities during special events at the new stadium located at Lincoln and Forest Aves.

Installation of oil macadam paved highway crossing at Providencia Ave., on the Glendale-Burbank Line, to comply with the improvement of Providencia Ave.

Altering of grade on the spur track serving the Lyon Fireproof Storage Company at Grand Ave., on the Santa Monica Air line to facilitate the better handling of freight shipments.

Construction of two 100 ft., passenger landings near Small Ave., Sherman on the Hollywood line to serve patrons of the Post Office in its new location.

Construction of two passenger landings each 150 ft., in length at Mildred Ave., on the Venice Short line at the recently established stop serving the new residence section in the vicinity of the Venice Aviation Field.

Retiring of 390 ft., of trestle at Playa Del Rey on the Lagoon line which was partially destroyed by fire when the pavilion burned down.

Abandonment of approximately 3000 lineal feet of barbed wire right of way fence on the Sawtelle line between Fairfax Ave., and Wilshire Blvd. and replace same with concrete curbs through the new residence subdivision "Carthay Center."

Replacing 2-60 lb., switch and mate turnouts with Standard 6 inch -72 lb., right hand 100 ft. Radius switch and mate turnouts, also the renewal of the diamond crossing at 4th and Main Sts., on the Santa Ana line at Santa, which were previously installed in 1906.

Placing of 13,500 sq. ft., of sheet asphalt floor in Freight Shed No. 3 at 7th and Alameda Sts., Los Angeles to facilitate the handling of freight with hand trucks.

Providing "slow" and "1000 ft." signs, installing track bonds and providing standard clearance on overhead at Union Pacific crossings of our La Habra line near Fullerton Road and on the Leffingwell spur. These crossings are located on the U. P. System extension to Santa Ana and Fullerton now under construction.

Abandonment of freight platform at Dominguez Junction on the Long Beach line to eliminate the hazard of accident by bettering the view of trains from the new Harbor Blvd., now nearing completion.

Placing in service of two No. 2 Sheffield Gas Motor section cars to replace 2-No. 10 N. H. Buda cars which were purchased in 1915. These cars are used by the section men for handling tools on the ordinary track maintenance.

The department extends its most sincere sympathy to Victor Westenberg in the loss of his mother which occurred on Friday, November 17th.

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club Nov. 21.

There were present the Staff, and about 12 trainmen. Mr. Priest of the Traffic Department, Mr. Briggs of the Mechanical Department, and Mr. Watkins of the Electrical Department.

UNFINISHED BUSINESS

That use of red hat checks and identification checks Form PIC be discontinued, on account of color rubbing off.

Traffic Department states that this matter has been taken up with the Ticket Stock Department, and on next order red tickets will be discontinued. Will take about three months to use up the present supply.

That a car stop sign be hung on span wire in front of Curio Shop at San Gabriel. Has been done.

That agent selling commutation books good between points named on covers should stamp on the inside of cover also.

This is under consideration.

That Aliso and San Pedro Street be made time point for outbound South Pasadena cars.

This will be done when cars discontinue to run through to Watts from South Pasadena.

That practice of telling passengers to get off the Short Line cars at Arlington Street when bound for Busch Gardens, Pasadena at 6th and Main, be discontinued. Have them take the California Street line going west, which would be just as convenient.

Traffic Department report that the distance is greater from the California Street

line to Busch Gardens than from Fair Oaks Avenue and Arlington; therefore passengers should be advised to leave the cars at the latter point and bulletin has been issued instructing conductors to that effect.

That a white clearance mark about 50 feet long at northeast corner of First and Main Street be placed to keep the automobiles within these lines and prevent pinching them when cars go around the corner.

Engineering Dept. report as follows: "Painting of a clearance line would probably prevent a few of the motorists being pinched at this corner when cars go around the corner, but a watchman would have to be stationed at this location to see that motorists are kept back of the clearance line and the line would have to be repainted very often, and doubt if the City would maintain the same and do not believe that it is up to us to maintain it."

That a landing be built at end of crossover at end of Sierra Vista line, on account of number of passengers riding to that point, and it would be more convenient for the conductors in turning trolleys.

To build a landing at this point would in fact be an extension of the outer zone limit which is not desired, and passengers should be discouraged from riding beyond Sierra Vista station. A fill will be made at this spot so that it will be more convenient for conductors in changing trolleys.

FROM THE SUGGESTION BOX

Motorman J. R. Allen: That toilet at 6th and Main on the Short Line platform be cleaned and ventilated.

Referred to Mr. Seeley.
Motorman H. W. Polzien: That right-hand rail finger, 6th and Main to First Street, outbound and inbound, is in very bad condition, due to grease and oil from automobiles. Track sander could be put on Main Street, same as on San Pedro. This on account of it being hard to make a quick stop.

Referred to Engineering Dept.

SUGGESTIONS AT THE MEETING

Mr. Priest: That some conductor had asked him to supply a 4-coupon ticket, Los Angeles to Pomona, which he thought would work better than the present plan.

The ticket stock department reports that a new order will be placed very soon for Pomona tickets and the 4-coupon tickets will be ordered.

A. P. Smith: That a light be placed at Sierra Bonita and Washington Street, Pasadena.

Referred to Mr. Rodenhouse.
Motorman McDaniel: That a drain be placed at the Pasadena loading gate in the depot at Los Angeles, because when it rains, water runs from the outside into the building to where passengers board cars.

Engineering Dept. will be requested to install an intercepted drain with pipe connection to carry water away.

Conductor Riggs: That a telephone be installed at the Chaffee High School siding.

Referred to W. B. Foote to arrange if practicable.

Conductor Riggs: That group of lights at Chaffee High School be moved in front of Chamber of Commerce.

Referred to Mr. Foote to decide as to the exact location and request Mr. Anderson to make the change.

L. C. Brubaker: That a separate telephone line be built for the agents' use on account of causing delay to conductors in getting dispatcher when agents are using the line.

It is considered that there is not enough of this to warrant the expense of putting in another line, but new rule book will contain instructions to agents and others in regard to time to place their orders for cars, etc.

Mr. Brubaker: That the home board at San Dimas needs a coat of paint on account of it being faded and hard to see.

Referred to Engineering Dept.

Conductor Snedaker: That switch targets at La Verne need a coat of paint and switch lights need lining up.

Referred to Mr. W. B. Foote to check up and take matter up with Southern Pacific.

Conductor Snedaker: That toilet door on car 1044 is in bad order. Also other 1000 class cars need overhauling.

Referred to Mechanical Dept.

That cars 1209 and 1219 have B. O. indicators. The cloth is torn and hard to display right train number. A number of other cars also in bad order.

Referred to Mechanical Dept.

Conductor Snedaker: That instructions to conductors be printed on a leaf the size of Tariff Book, instead of a circular letter.

Referred to Traffic Dept.

Conductor Snedaker: That Pomona Local and San Bernardino hat checks are printed too light and too small and on this account it is hard for conductors to make punch mark in the proper place.

Mr. Priest reported that this will be remedied when new supply is ordered.

Conductor Snedaker: That car cleaners do not clean cars and gather up papers between the seats and in aisles when trains have a little layover on platform at 6th and Main Streets.

Mechanical Department will be requested to have this done.

Conductor Snedaker: That a city phone be installed in substation at North Pomona and at other substations.

This has been taken up with Electrical Department and arrangements made to put city phones in principal stations.

Mr. Sloan: That south side of cashier's office at Pasadena needs a few new boards placed there to prevent conductors from losing their money when turning in.

Disposition: Referred to Engineering Department to take care of.

Mr. Hoover: That gong cords on 160 class cars be fastened same as on 170 class cars, so they will not be swinging and holding it in one place so motorman can get hold of it more handily.

Referred to Mechanical Dept. to have this done.

Mr. F. E. Slocum: That benches in trainmen's room at Pasadena be removed and a case placed around wall for trainmen to sit on and a space under this case for conductors to use for their ticket containers.

Referred to Mr. Rodenhouse for recommendation.

Conductor Snedaker: That south wall of trainmen's room at Pomona be painted with waterproof paint up about 4 feet above floor and racks placed on wall for trainmen to hang their wet clothing on.

Referred to Engineering Department to make arrangements for this to be done.

As there was no further business before the meeting, it was adjourned at 9:30 p.m.

H. L. WIGGAM,
Secretary.

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen was held Nov. 21, at the Pacific Electric Club, Chairman Telegdi presiding.

There were present Superintendent Davis, Ass't. Supt. Taylor, and 19 trainmen; also, Mr. Green, of the Mechanical Department, Mr. Patton, of the Passenger Department, Mr. Grace, of the Efficiency Bureau, and Mr. Herskins of the Electrical Department.

UNFINISHED BUSINESS

Light circuits between Strawberry Park and Delta being used with small globes.

Disposition: Engineering Department advise that lamps in place are 36 watts C-18½ Mazda and have proven far superior to any others.

Wig wag at Wilmington between shipyard and half way stop not in proper working condition.

Received necessary attention.

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division, Eastern Lines, Trainmen was held Nov. 14th, at San Bernardino.

There were present, Mr. C. H. Jones, Traffic Department, W. Mapstead, Line Department, G. R. Attridge, elected to serve as chairman, and forty-six trainmen.

That auto warning signs be placed back from tracks at Highland and Arrowhead Ave.

Taken care of.

That track is rough from H Street to alley between A and Allen Streets, Colton.

Been repaired.

That there is a low spot on west side of track at 8th and J Sts., Colton.

Taken care of.

That a P. E. Passenger Tariff be posted in Trainmen's Room at San Bernardino, so that trainmen can check their tariffs by same, and keep them up-to-date.

This has been done.

That a larger amount of supplies be kept on hand at San Bernardino, in the baggage room, for use of conductors; also that Cashier be instructed to keep a supply of change on hand for their use.

Taken care of.

That bolts come down through top of indicators on 1200-class cars, and trainmen

strike their hands on same, when changing train numbers.

Taken care of.

That there is a large hump on a tree located on the Urbina Line which is liable to strike conductors when working cars 38 and 39.

Been taken off.

That two derail stands on San Antonio Heights line only clear Motor 1636 four inches, and are liable to knock trainmen off.

Taken care of.

That some sort of protection for motormen should be put in baggage compartment of car 010, for reason that if he makes a sudden stop baggage and express are liable to fall over him.

Cannot be done without taking up too much room in baggage compartment.

That instructions be issued to motormen not to exceed speed of 10 miles per hour over La Sierra Heights crossing during canning season.

Taken care of.

That kink be taken out of switch point at 3rd and Mt. Vernon transfer.

Taken care of.

That on account of hauling material across track at Mt. Vernon bridge, considerable dirt is left on same, and trainmen have to stop and clear it off.

Taken care of.

That track be filled in where the Riverside and Los Angeles trains stand at San Bernardino.

This has been done.

That landing at lower end of Congress be extended.

This has been done.

NEW BUSINESS

E. B. Alexander: Suggests that a stop be made between Olive Street and Cleghorn Curve to accommodate four families.

Disposition: Referred to C. H. Jones and F. E. Peachey.

By G. W. Woodbury: Suggests that sample tickets of the S. P. and P. E. be placed in trainmen's rooms at San Bernardino and

Riverside, as many times, new forms of tickets are issued and conductors not being familiar with them, they lose time in collecting.

Referred to C. H. Jones.

W. E. Massinga: That the joints on car 409 are very loose and passengers are liable to get caught in same and injured.

Referred to Mechanical Dept.

H. Mitchell: That trolley wire be placed over Citrus Belt spur as this piece of track is being used for S. P. interchange and sometimes cars are placed at lower end and have to use two or three cars to get them out; also, switching rock cars.

Referred to F. E. Peachey.

G. R. Attridge: That on account of joint locks on switches and staff boxes being of same type, cannot tell which is P. E. or S. P. Suggest type be changed or painted some prominent color.

Referred to F. E. Peachey.

Mr. Woodbury: That a door check be placed on telephone booth at Vine.

Mr. Mapstead will take care of same.

L. S. Hughes: That outboard Home Board be repainted at Rialto Ave. tower, account being faded.

Referred to Engineering Dept.

H. Mitchell: That nine be placed in lead switches on La Cadena cut-off account levers flying up when passing over same.

Referred to Engineering Dept.

Mr. Mitchell: That lockers be installed at south end of carhouse at San Bernardino for use of freight men, for reason if left on motor another crew is liable to have it out and cannot get their clothes when needed.

Referred to Mr. Bradley.

A. E. Babcock: That a bench be placed at Fairmount Blvd. on Fairmount Park Line, Riverside.

Referred to H. E. DeNyse.

Mr. Babcock: That signal cans be enlarged, on account when battered up, almost impossible to get flags out.

Referred to Mr. Bradley.

Mr. Babcock: That stop signs be changed at 14th and Main Sts., to accommodate

'It's Those Jail Sentences'



—Reprinted from L. A. Times.

those who enter street from south instead of north.

Referred to W. C. Monroe and C. H. Jones. G. W. Bosley: That no place at 6th and Main St. on viaduct for conductors to take orders. Should have shelf to place order blank.

Attention called to fact that they could use telephone box south of two tracks, which would answer.

D. J. Finley: That a telephone booth be placed at shop siding yard. Present location of telephone is at south end of car-house, and in rainy weather it cannot be used on account of the wet condition; also noise from the cars make it almost impossible to hear.

Referred to F. E. Peachey.

Mr. B. F. Mann: That trolley retrievers on 130-class cars be lowered same as on 133 that just came out of shop, account obstructing view of motorman.

Will be lowered as fast as they go through shop.

A. B. Jones: That holder or signal can on car 137 is under wheel, which makes it unhandy to get out.

Referred to J. Gilbert.

Mr. Woodbury: That the Clay Street stop sign be moved from pole to span wire, account it being obstructed by trees. Mr. Mapstead will make change.

C. G. Shields: That when it rains, water stands in front of booths at Rialto, Hancock and North Pomona.

Referred to Engineering Department.

There being no further business before the meeting adjourned at 10:00 P. M.

Next meeting will be held at Riverside December 12, 1922.

F. E. Peachey,
Secretary.

NEW BUSINESS

Chairman Telegdi stated that at last trainmen's meeting it was suggested that subject of flat wheels be brought up at this meeting and he had invited Mr. Green, of the Mechanical Department, to attend and give a talk on this subject.

Mr. Green gave some interesting figures on flat wheels, how they occur, how they should be avoided, and percentage of flat wheels on our system as compared with others operating under similar conditions.

Mr. Davis, stated that he felt the boys were all doing their very best to prevent flat wheels.

Mr. Taylor stated that if all trainmen will make a report when they flatten wheels it will avoid a lot of unnecessary delay, as Mechanical Department always make a report when they change the wheels, and if trainmen's report is not in it has to be traced and causes unnecessary work.

Chairman Telegdi: "Conductor Taylor asked me to bring up the matter of bidding on trailer runs at Long Beach. I received a petition just before coming to this meeting, signed by 22 trainmen of Long Beach, who could not attend on account of working, disapproving of this. I do not think we ought to take a vote at this meeting, as there are not enough trainmen present, and I would suggest that we postpone this move indefinitely."

Conductor C. J. Large: "I believe the majority of trainmen at Long Beach are opposed to having trailer runs put up for bid. Most of them are satisfied with present conditions. They all get about the same square deal."

Motorman C. E. Rose: "I am also of the opinion that the majority of the Long Beach men do not want trailer runs put up for bid."

"Other Long Beach trainmen at the meeting were opposed to putting trailer runs up for bid."

Disposition: On motion, the subject was laid on the table.

Mr. Cornwell brought up the matter of being bumped off his run, and then the man who bumped him bid back on the run he had left.

After considerable discussion it was decided that the topic for our next meeting would be, resolved that when a man bids or bumps off a run he cannot bid that run in again under 30 days.

Mr. Davis stated he would take this matter up with the other Superintendents for consideration at their meetings.

Mr. Telegdi: That line car 1720 is too slow a car for emergency work. Mechanical Department recently made speed tests on this car and the greatest speed was 27 4/10 miles.

HISTORICAL PICTURE TO BE PRESERVED

AN excellent suggestion, in which we heartily concur, has been made by F. L. Annable, General Superintendent, that some method should be adopted for the preservation of historical Pacific Electric pictures.

Nothing is more interesting than pictures, nor tells as well the tremendous development strides which we have made in a comparatively short span of years. Many of us have pictures stored in our desks or elsewhere, haphazardly perhaps, which are being destroyed slowly and in time will be only a memory. These pictures frequently recall pleasant associations and incidents in the lives of many of us and for this reason, if no other, should be preserved.

The Pacific Electric Club Manager has been consulted and states that he will gladly make arrangements to carefully preserve and file in a proper manner all suitable photographs dealing with activities of the Pacific Electric or its employes. Where only one photo is available and it is desired to retain it, if same is submitted prints will be made and the original returned to the owner.

A file of such photographs, while interesting now, will become more so each succeeding year and it is hoped that all having such photographs will submit them to the Club Manager with complete description as to date, location and other pertinent details.

Mr. Herskins stated that they have had a lot of complaint about this car, and intention was to get this line car speeded up. A new car will be built before very long to replace this car.

Referred to S. H. Anderson.

Conductor Large: That as there seems to be about as many men from Long Beach attending the meeting suggested that every other or every third trainmen's meeting be held at Long Beach.

Mr. Davis: "I can arrange for a separate monthly meeting at Long Beach any time it is satisfactory."

Mr. Taylor: "We held meetings at Long Beach before but the attendance was so small they were discontinued."

Mr. Large: "It might be well to have it go over until the next meeting so that we could get the opinion of the Long Beach men as to what time it would be best to have this extra meeting."

Chairman Telegdi appointed a committee consisting of Conductors Large and Mann and Motorman Rose, to call on Mr. Williams at Long Beach, and set a date and time to hold this special meeting at Long Beach, and to notify Mr. Davis when this meeting will be held. Notice will be posted.

Mr. Murphy: That power on the Newport Line is very poor.

Mr. Davis stated a new feeder is being installed there.

Mr. Murphy: That condition of rails in Santa Ana very bad, especially from Artesia St. to Southern Pacific, in bad weather. Rails should be sanded in wet weather.

Referred to E. C. Johnson.

Chairman Telegdi stated that the matter of bumping would be the subject at the next trainmen's meeting.

There being no further business, meeting adjourned at 9:30 p.m.

D. DUBIN,
Secretary.

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held Nov. 21, in the Assembly Room, Pacific Electric Club, Chairman Wm. M. Muench presiding.

There were present eleven trainmen, Mr. White and Staff members, and Mr. Glancy of the Traffic Department.

UNFINISHED BUSINESS

Wash basin at Ocean Park Trainmen's Room.

Disposition: Been installed.

Referred to changeover switches in some cab doors. Stated that some motormen had to stand on stools in order to reach them in their present position. As this creates a hazard of accident, could not agree with Mechanical Department that cost of relocating switches would not warrant the advantages gained.

Mechanical Department advises that on practically all cab cars the headlight changeover switch is located over bulkhead window at the back of motorman and to relocate these switches, it would mean a considerable amount of work and expense; therefore would not recommend change.

That local cars at 9th and Hill Streets sometimes pull across crossover without noticing whether interurban trains are coming or not. Suggested that notice be issued to trainmen regarding same.

Notice issued to cover.

That sliding gates, particularly on 430 class cars, are hard to open, due to the fact that the screen guard becomes loose at the floor. Stated that when gates are reported hard to operate, they are oiled by the Mechanical Department, but this does not always remedy trouble when guard is loose.

Mechanical Department advises that prompt attention will be given matter.

Wanted a cluster of lights down the cut-off track, some distance from Trainmen's Room at Ocean Park.

Mr. Anderson advised that cost to install the bank of lights as requested would be \$45.00. Work will be deferred.

Referred to new form of transfer T. W. I. Fare from Vermont and Santa Monica Blvd. to Sherman is ten cents. In case a passenger gets on a car terminating at Crescent, there is no provision on this transfer to carry passenger on Hollywood-Venice Line.

Mr. Glancy stated that this had been taken up with the Auditing Department and O.K.'d—new form will provide for conditions as stated.

FROM SUGGESTION BOXES

Suggested that landing be placed on east side of Pacific Avenue for stop outbound on Burbank Line. It is down grade at this point and this will serve as a safety measure.

Referred to Engineering Dept.

That Run 121 run out of O. P. C. H., finishing up by working two or three trips on Sawtelle Main Line, which is now a part of Run 533. This would relieve L. A. Street of one single track run where the foreman is scarce of single track men. Further study along this line may result in transferring single track runs from Hill Street and L. A. St. to Sherman and Ocean Park. Will be checked up.

NEW BUSINESS

Stated that paper towels are not being furnished at Ocean Park.

Referred to A. W. Day.

Wanted a few ties at ends of bridges whitewashed or painted white for safety of trainmen when going back to flag at night.

Referred to Engineering Dept.

Wanted system of bidding changed so that trainmen could bid in runs on divisions other than they are working on at time runs go up for bid.

Contrary to present seniority rule.

Stated that under present conditions passengers are leaving cars at Santa Monica Boulevard and Ocean Avenue when trains are slowing down for switch to be thrown, creating a hazard of accident.

Trains should come to a complete stop before crossing switch, and conductors announce that it is end of line.

There is a space of 37 minutes between Runs 430 and 442 coming from Calhoun Pass. Suggested that Run 437 or 445 be used to fill in.

Will be checked.

M. B. MORRIS,
Chairman.

MINUTES PACIFIC ELECTRIC ROD AND GUN CLUB

By "GRIFF"

Meeting of the Pacific Electric Rod and Gun Club was held Wednesday, November 8th, President Geopfert residing, and 28 members being present.

Secretary reported a total membership of 443, including the five new members submitted and approved.

Treasurer Wooderson reported as follows:

Cash in bank	\$105.80
Shells	56.10
Blue Rocks	20.00
Sale of Shells	29.70

Total\$211.60

Motion made by B. F. Manley that all dues accepted from new members at this time be made to apply on the first six or the entire twelve months of the ensuing year, as the case might be. Motion carried.

Mr. Manley announced that on Sunday, October 29th, nine blue rock specialists of this club reported for a workout at the Vernon traps, the Los Angeles Gun Club grounds being closed. Following are the shooters who took part in the event and their scores:

First Team

Spafford	68x 75
Wiggan	93x100
Hodge	139x150
Oefinger	42x 50
Smith	67x 75
Manley	63x 75
Geopfert	45x 50
Pierce	32x 50
McDaniel	questionable
Record to Date	Percentage
524x600	87.33
829x960	87.15
715x825	86.66
409x475	86.10
405x475	85.26
404x475	85.05
233x325	71.69

Three cheers for "Schmidty." His first appearance on the team. And there is but a margin of 2.07 per cent from the lesser to the great. The season is nearing its end and it is exciting to see the shooters wax warm in their efforts to win one or more of the many much sought for prizes that have hung these many months secure in the club rooms.

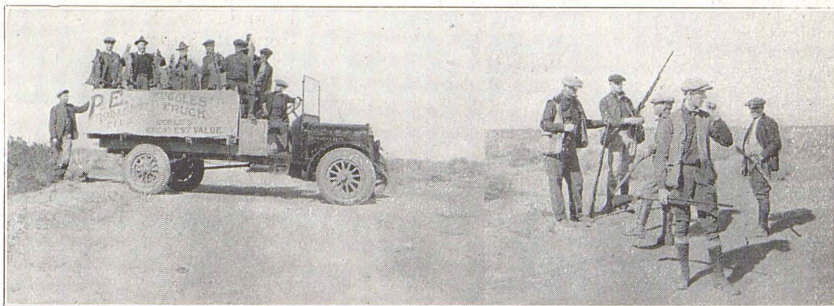
Following is the second team line-up and their averages to date:

Williams	532x625	85.12
Manley	404x475	85.05
Volkhart	130x175	74.28
Geopfert	233x325	71.69
McLeod	244x325	69.23

R. L. Spafford read a letter received from H. L. Wiggan, who is sojourning among the big game in the north, in which was narrated the success of the latter's trip so far.

Mr. Spafford outlined specifically the plan for the rabbit drive held November 12th and announced that another similar one would be held in December, likely the 17th, when a rabbit feed and a ladies' night would be in order.

P. E. GUN CLUB ROUTS JACKS



By "GRIFF"

AT the nocturnal hour of 3 a. m., thirty machines left the Pacific Electric Club with ninety sanguine hunters bound for the outskirts of the great Mojave where, between the cool grey hour of dawn and the lurking shadows of sunset, the greatest slaughter of jacks in the history of that community was gloriously impending.

If we were to follow them over the pass, through Mint Canyon, past Saugus, up the Newhall grade, with a stop-over at every likely coffee house to thaw out their interior, your flesh would begin to creep and crawl, dormant goose pimples would emerge from their long summers' nap, and you would shiver, for it was cold.

So, we will allow the boys to make this trip the best they may and pick them up on the site, just this side of daylight, intently engaged in absorbing doughnuts and unusually hot and tasty coffee, which simmered on a Jake Geopfert's red hot bed of coals. Presently the sun peeped knowingly over the desolate waste and smiled cordially, which courtesy by the way, was returned with a shivering grace. Incidentally, we have all either heard of or witnessed a mirage, so common in torrid zones, which for informative purposes, is sometimes called an "optical illusion" caused by two differently heated strata of air. Our temperature, being a shade closer to the goal Peary tried and died for than that of the gentleman who we just caught winking at us, probably accounts for the one that occurred just a few minutes later. It was unanimously acknowledged to be the most gorgeous—but pardon us, we are deviating from our story.

Placed in the form of a crescent by Messrs. Manley and Spafford and their lieutenants, the boys marched into a circle eight miles in diameter, gradually closing in on the bunnies, knocking them off as they darted past us until we were in such close proximity to one another that the order was passed around to cease firing in the circle, at which time at least 200 rabbits were running, dodging, squealing and snoring in confusion, when the real fun began.

When the last rabbit had beat a jerky tattoo in his death struggle and joined his other 1499 brothers, which lay strewn promiscuously in a circle 25 miles in circumference, it looked like no man's land in rabbit land.

And now that it was past noon everybody was hungry, just a little tuckered out and a trifle blue around the right shoulder. The task of picking up and conveying back to town the game was a matter not to be sneezed nor laughed at, but the sturdy one ton Ruggles truck, driven by L. Williams, greatly facilitated.

Mr. Max Schuring officiated as photographer and he was as busy as a one armed man paper hanger, but succeeded in getting several good snaps which will be run at the Club in connection with this and last year's drive in December, when on the 17th another drive will be made. The rabbits bagged on this occasion will be cold stored until January, when a ladies night will be held, this year prizes will be awarded—which prizes, by the way amount to over \$800—a regular feed enjoyed, or in other words a hallucinating and otherwise good time will be the efforts of all for each. Don't miss it.

It was unanimously decided that the next date for the blue rock shoot would be November 26th and in this connection Mr. Manley announced a total of 24 enthusiastic participants out of our attendance for the year.

Mr. Jno. W. Casner, honorary member of the Club, connected with the Casner Hardware Company of Monrovia and the Los Angeles Gun Club, announced that this latter Club and the Vernon Gun Club had consolidat-

ed and that a turkey shoot would be held over their traps at Griffith Park on Sunday, November 26th.

President Geopfert exhibited an eleven pound mounted croaker caught and presented to the Club by Bragg of the Electrical Department. For this beautiful mounting it was unanimously voted at the suggestion of B. F. Manley that Bragg be extended a letter of appreciation in behalf of the Club.



"Some people ought to be carried on the cars by weight," observed the slender old fellow as the 300-pound fat woman boarded the car and squeezed in next to him.

"If they did, no car would ever stop for you," she replied. —Exchange.

.. Better Late Than Never

The host was nervous and inexperienced and he rose hurriedly at the conclusion of a song with which one of the guests had been obliging.

"Ladies and gentlemen," he began "Before Mrs. Smith started to sing she—ah—told he her, ah—voice was not in the best condition and—ah—asked me to apologize for it, but I neglected to do so and—ah—I apologize now."—The American Legion Weekly.

Changed Times, Changed Costumes.

The old-fashioned pioneer woman who crossed the Rocky Mountains in skirts now have granddaughters who think they must put on pants to climb a hill.—Dallas News.

On Your Way

A couple of former doughboys got jobs in town and commuted to the suburbs, where they tried to maintain small farms but had to keep on the jump because of increases in rent.

"Move!" ejaculated one. "It's move, move all the time. Say, listen, my landlords are worse than the old loocys. It's 'Let's go,' morning, noon and night."

"You said it," agreed the other. "We have got so used to moving that every time the expressman goes by my chickens lie on their backs and hold up their feet to be tied."

To Miss Flapper

Blessing on thee, little dame—
Bareback girl with knees the same.
With thy rolled down silken hose
And thy short, transparent clothes;
With thy red lips, reddened more,
Smudge with lipstick from the store
With thy make-up on thy face,
And thy bobbed hair's jaunty grace.
From my heart I give thee joy—
Glad that I was born a boy.

—Chicago Tribune.

A certain lady boarded a car recently with a transfer an hour late—

"This transfer expired an hour ago," said the conductor.

"No wonder," said the lady, "with not a single ventilator open in this car."

MORAL—Don't forget to ventilate your car properly.—Exchange.

"Abie, what for you go up dem shtairs two at a time?"

"To safe my shoes, fader."

"Dot's right, my son; but look out you don't shplit your pandts."

—Exchange.

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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

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