



The Pacific Electric MAGAZINE

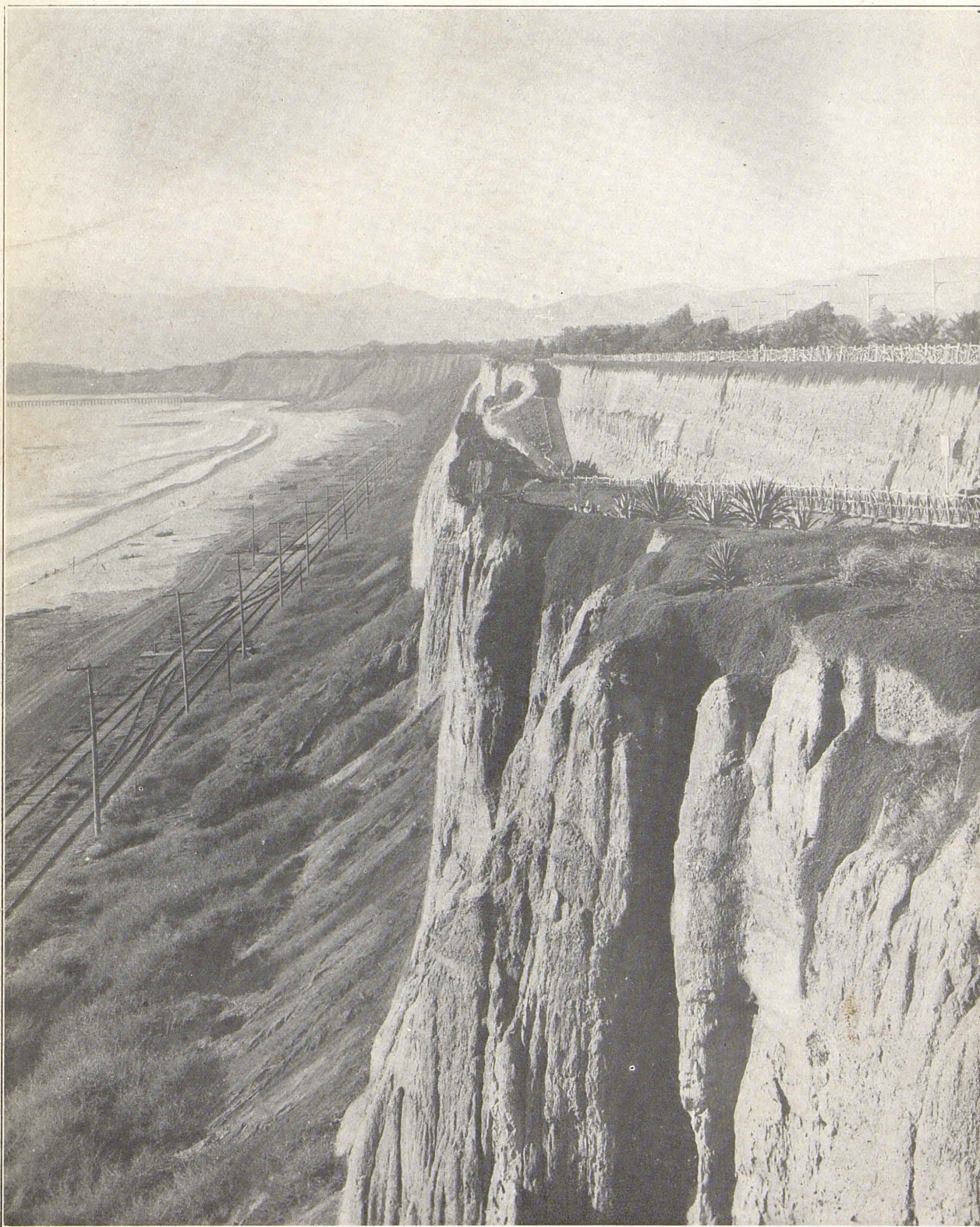


ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., NOVEMBER 10, 1922

No. 6



The Palisades of Santa Monica

Submit Your Ideas!

THE DEGREE of perfection achieved by electric railways has been accomplished largely through the development of new ideas. However, the ultimate of perfection is a goal yet to be obtained and the opportunity is ever present for new and improved methods, regardless of the field of service in which we are engaged.

Due to frequently changing conditions and the handling of multitudinous details, it is not always possible for officials to observe many things which come to the attention of those in the ranks. The tremendous amount of detail incident to the operation of our Company, offers a wide field of possibilities in which employes can show their initiative and resourcefulness by making suggestions for improvements in all branches of the service.

No doubt many of us at some time or other have wondered why certain features of our service or work was handled in some particular manner. It has appeared to us that a particular operation could be accomplished better and at smaller cost by a slightly different method; or perhaps we were convinced that better results could be achieved by entirely different methods.

In just such instances lies our opportunity either to develop an idea which may be well worthwhile, or broaden our knowledge of the work in which we are engaged. By submitting our idea in such cases to the department head concerned, either the practicability of it will be determined, or the reason for the method in use, which may not have been apparent, can be explained.

Suggestions will be gladly received and all of us should consider it a privilege and duty to bring to light any ideas which may aid the greater efficiency in the performance of any function of our Company.

Ask Temporary Lease Pending Final Action

I. C. C. Urged to Permit Present Operation of Lines Until Its Decision on Dismemberment of C. P.-S. P. Lines Is Rendered

THE Southern Pacific Company, acting under the Railway Transportation Act of 1920, applied to the Interstate Commerce Commission October 17, 1922, for authority to lease the Central Pacific in order to bridge a period of uncertainty until the Interstate Commerce Commission shall reach a final determination as to what shall be done with the Central Pacific.

The Central Pacific has been ordered separated from the Southern Pacific under the Sherman Anti-Trust Act of 1890. The new Transportation Act of 1920 gives the Interstate Commerce Commission affirmative power to authorize the consolidation of railroads without regard for anti-trust acts. The new policy of the government looks to the power of regulation and government control to protect the interests of the public in connection with railroad operations, instead of anti-trust legislation such as the Sherman Act of 1890, in connection with questions of associations or consolidation of railway companies. The suit decided by the Supreme Court against the Southern Pacific was begun under the Anti-Trust Act in 1914 before the passage of the Railway Transportation Act of 1920, and this last named act was not considered in the decision, of course, because no action of the Commission had yet been taken, except to serve on the carriers its tentative plan for the consolidation of the various systems under which the Central Pacific was consolidated by the commission with the Southern Pacific.

Present Status

Until a final conclusion is reached by the commission, nothing permanent as to the relations of the Central Pacific and Southern Pacific can be determined. No other railroad could buy the property without the consent of the Interstate Commerce Commission under the law. The commission has large powers over questions of joint use of terminals and the like. It is the policy of the United States as declared by the Transportation Act of 1920, to arrange for the consolidation of the

railroads of the country into a limited number of large systems, and manifestly the Southern Pacific in the end must belong to one of these.

If the application be granted by the Interstate Commerce Commission it simply means therefore that there will be no disruption until the question is finally and definitely determined as to where the Central Pacific shall go. A similar situation exists with respect to the ownership by the Reading Railroad of the Central Railroad of New Jersey. This was found by the Supreme Court in violation of the Sherman Anti-Trust Act and the Reading ordered to dispose of the property. In the tenta-

a proper and wise construction of the decision, sale of the stock of the Central Railroad of New Jersey has therefore been postponed until the problem could be definitely settled.

No Temporary Separation

So obviously is it in the interest of the public not to have a temporary separation, that there should be no objection to the approval of the lease by the Interstate Commerce Commission, and if any opposition comes it will be from those having selfish interests to serve, and who are afraid of what the Interstate Commerce Commission will ultimately rule in the matter.

The ultimate outcome will not be affected by this lease since the Interstate Commerce Commission will reserve the right to allocate the Central Pacific to some other system, if it deems best, and unless it chooses to make the lease final then to cancel it. A great gain to the public and the railroad companies in this temporary arrangement to maintain a status quo, lies in the fact that tremendously expensive and what may prove to be wholly needless changes will not have to be undertaken pending a final determination of the question. It must be remembered that these two companies developed and operated as one since 1870, are closely intertwined with many terminals in part owned by each, with tracks of one on the real estate of the other, with the terminals of one being used more largely by the other than by the owner, with shops so located as to serve a unified system, but out of place to serve two separate systems, with division points, train terminals and train runs all now worked out harmoniously, but which would be wholly upset by the separation. San Francisco and the Bay territory, for example, would no longer be at the heart of the Southern Pacific System as it is now, and the shops at Sacramento, of which the work is two-thirds Southern Pacific, would be at the end of a branch line connected with the main system only by a boat via Benicia. Separation means a change affecting seriously a great

'Home Road With Home Interests Greatest Need of Community'

Paul Shoup, Vice President of the Southern Pacific Company, in speaking before the California Banker's Association at Santa Rosa, California, October 28, said:

DISMEMBERED, with the very heart of its system turned over to a competitor, deprived of a direct route east, what expansive power has this system left with a dagger pointed at its heart? What incentive to build branch lines to feed a rival trunk line and that rival not a Coast System?

"A home road with home interests must be the chief reliance of a community for development, because such a home road depends upon the community growth for its own growth. That is now the case with the Southern Pacific.

"In the last twelve years it has put more money into railroad extensions, railroad shops and railroad terminals in the territory west of the Sierra Nevada and Cascade Mountains and south from the Columbia River to the Mexican line, than all other railroads put together, two to one. It has built locomotives and cars, put up the finest railroad office building in the country, built the most modern warehouses, developed electric railways, increased its port facilities, all on a large scale.

"What the people want is more railroads, not more railroad companies, more cars, not more railroad managements."

tive plan that the Interstate Commerce Commission made for the consolidation of railroads in August, 1921, it, however, put the Central Railroad of New Jersey and the Reading together, this it deemed being in the public interest. Under

many thousands of employes, both as to their work and their places of employment and therefore their homes. It also means a very large expense for new facilities because of the dislocation of those that now serve under one single system.

Dismemberment Problems

Why should this railroad service be upset while a condition of uncertainty exists? It should be kept in mind that this is not the bringing in of a new line, but simply the most difficult dismemberment of an existing single system, its tearing apart and placing under two managements, where one has served. The financial are no less involved than the physical interrelations of the two companies and operating interrelations. There are outstanding nearly \$200,000,000 of interrelated obligations in connection with which the stocks and bonds of the Southern Pacific have been pledged to the extent of nearly \$150,000,000 as security. This situation should not be disturbed under any temporary measure, but only if the final determination should make it necessary.

We feel, therefore, that we are entitled to, and will have, the whole-hearted public support in avoiding confusion, disruptions of service, and perhaps unnecessary expense incident to a separation, which, if it took place at this time, might after all be only temporary, and would not reach a final determination in any event until the final decision of the Interstate Commerce Commission.

Hen Pecked

Smith—"Henry Peck went on a silence strike the other day, but it did no good."

Thomas—"Why not?"

Smith—"Mrs. Peck wouldn't stop talking until he had promised to buy her a diamond necklace for Christmas."

COOPERATION

IF YOU can't put your best into your job; if you look upon your employer as a thief who is taking your time and paying you less for it than it is worth—for the love of little fishes, get another job and another employer.

It isn't only that you aren't fair to the boss when you shirk on the task. You aren't fair to yourself, either. You owe it to yourself to put whatever God-given powers you have into the work of the world; you owe it to society to make the world a better place for those to come.

Analyze your job. See what's in it. Then get out of it what you find. If you are thoroughly convinced that there isn't anything in it all, find other fields of activity.

"If you don't think co-operation is necessary," says Success Magazine, "watch what happens to a wagon if one wheel comes off."

You can't get anywhere rowing against the tide. You are crippling the institution that employs you if you are constantly throwing the sand of your indifference into its business mechanism. Get enthusiasm or get a move on.—Jerome P. Fleishman, in "Uncle Jerry Says."

She Couldn't

The beautiful girl looked out and saw her rude little brother walking along the path on his hands, with his feet in the air.

"Bobby," she cried, reprovingly, "Bobby, I wouldn't do that."

"You wouldn't?" retorted Bobby, with malicious emphasis; "of course not—you couldn't."—Exchange.

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

Passenger Revenues	\$1,108,603.00	
Freight and Switching Revenue	398,601.67	
Other Revenue	73,903.65	
Total Railway Operating Income	\$1,581,108.32	
Total Railway Operating Expenses:		
Wages	\$ 714,427.38	
Other Charges	368,789.18	
Transportation for Investment—Credit	2,987.98	1,080,228.58
Revenue, Less Operating Expenses	\$ 500,879.74	
Depreciation	23,748.98	
Taxes Assignable to Railway Operations	81,379.47	
Total Depreciation and Taxes		105,128.45
Revenue, Less Operating Expenses, Depreciation and Taxes.....	\$ 395,751.29	
Non-Operating Income	7,186.90	
Net Revenue	\$ 402,938.19	
Interest on Bonds and Other Debt	\$ 324,389.71	
Rents and Miscellaneous Income Deductions	68,920.34	
Total Deductions		393,310.05
Net income for month	\$ 9,628.14	
Net loss for eight months	\$ 264,706.48	

L. A. LOVELL, Auditor.

Los Angeles, California, Sept. 28, 1922

EXPLAINS APPEAL TO I. C. C. FOR GROUPING C.P.-S.P.

The propriety of the action of the Southern Pacific Company in appealing to the Interstate Commerce Commission for the consolidation of the Central Pacific and Southern Pacific Systems, after the Supreme Court denied rehearsing of the case, is plainly set forth in a statement recently issued by R. E. Kelly, Representative of the Executive Department of the Southern Pacific Company.

In refutation of a published statement of a Union Pacific representative that the Interstate Commerce Commission has no power to act in the Southern Pacific-Central Pacific case, Mr. Kelly quoted directly from the Transportation Act of 1920, as follows:

"Whenever the commission (the Interstate Commerce Commission) is of the opinion upon application of any carrier.....that the acquisition by one of such carriers of the control of any other such carrier..... will be in the public interest, the commission shall have the authority by order to approve and authorize such acquisition.....The carriers affected by any order under the foregoing provisions.....are hereby relieved from the operation of the 'anti-trust laws'.....and of all other restraints or prohibition by law, state or federal, in so far as may be necessary to enable them to do anything authorized or required by any order under and pursuant to the foregoing provisions of this sections."

Mr. Kelly's statement continued: "To adopt the construction given this law by Union Pacific Counsel would make the foregoing paragraph meaningless. The recent court order, based on the Anti-trust laws and directing the Southern Pacific Company to divest itself of its Central Pacific lines, if affirmed, must be obeyed, of course, That is not debatable. But after the order is obeyed, the Interstate Commerce Commission holds jurisdiction under the Transportation Act of 1920, to authorize consolidation of railroads where that is in the public interest, irrespective of anti-trust laws. Certainly there is no impropriety on the part of anyone seeking the application of new law to the Southern Pacific-Central Pacific case, so that the present unified system may be re-consolidated, in the interest of economy and for the betterment of service of the traveling and shipping public.

SERVICE CHANGES

The following new time tables were put into effect on November 1, 1922:

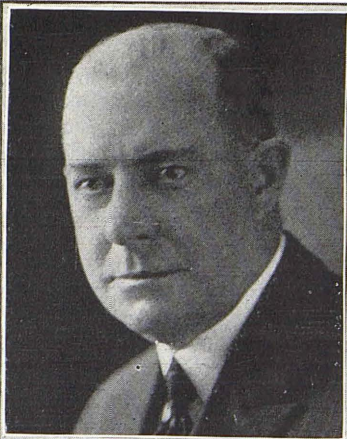
- Newport Line No. 57.
- Santa Monica Air Line No. 3.
- Van Nuys Line No. 41.
- Venice Short Line No. 35.
- Euclid Avenue Line No. 11.
- Glendora Line No. 45.

On the Newport Line, a new time table was arranged to take care of the regular winter travel. The other changes were merely minor.

ASSIGNED TO NEW DUTIES



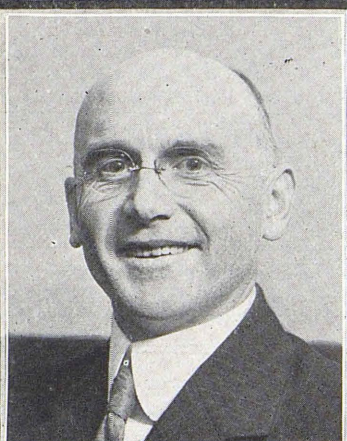
S. H. Anderson



Fred F. Small



F. E. Geibel



Julian Adams

SEVERAL important changes in the official ranks of the Company were announced early this month by Mr. Pontius, Vice President & General Manager, among which was the assignment of Mr. Fred Small, Mechanical Superintendent, "to the study of problems in connection with single units for use on street car lines and on Southern Pacific lines where the present returns are not satisfactory."

Mr. Small's selection for this work resulted in the appointment of Mr. S. H. Anderson, Electrical Superintendent, to the position of Acting Mechanical Superintendent. Mr. Anderson retains his post as Electrical Superintendent, devoting practically all of his time to supervisory direction of the two departments.

Mr. F. E. Geibel, formerly Executive Department Engineer, through the readjustment of duties, was advanced to a newly created position as Assistant Mechanical Superintendent. Additional executive duties in the Electrical Department were assigned to Mr. Julian Adams, Assistant Electrical

Superintendent, who will relieve Mr. Anderson of many details of operation heretofore handled by the Electrical Superintendent.

The service records of Messrs. Anderson, Small and Adams, through their many years of employment with the Company, are well and familiarly known by most of us. Mr. Geibel, while only in the service of the Pacific Electric Company a short while, prior to his connection with the Company was in the employ of the Southern Pacific Company since 1908. Following his graduation in electrical engineering from the Alabama Polytechnic Institute, he served as an apprentice in the Testing, Mining and Power Departments of the General Electric Company at Schenectady, New York. After a year of industrial engineering he entered the services of the Southern Pacific Company as draftsman in the office of the Electrical Engineer at San Francisco in connection with the electrification of the Oakland-Alameda & Berkeley lines. In 1914 he became Assistant Electrical Engineer in which capacity he served until De-

OCTOBER WITNESS RECORDS BEST YET OBTAINED

During the month of October each Division showed a decided improvement over the previous months in the average number of witness cards secured per accident. During the month the Northern Division averaged 5.4, the Southern Division 6.0, and the Western Division 5.5, giving an average of 5.6 for the System. This is an excellent record, shows what can be accomplished and Trainmen are urged to maintain or better it, both in the interest of themselves and the Company.

February, 1922:

	No. of Accidents	Average No. of Witnesses per Accident
Northern	184	5.3
Southern	150	6.0
Western	240	5.5
System	574	5.6

February to October, 1922:

Division	Feb.	Mch.	Apr.	May	June
Northern	3.4	4.0	4.1	4.8	4.1
Southern	2.8	3.3	4.0	4.2	5.4
Western	3.3	3.6	4.2	4.5	4.7
System	3.3	3.6	4.2	4.5	4.7

	July	Aug.	Sept.	Oct.
Northern	4.8	4.5	5.3	5.4
Southern	5.4	4.9	4.4	6.0
Western	4.8	5.2	4.2	5.5
System	5.0	4.9	4.6	5.6

DANCING AT HALF RATES TO COMPANY EMPLOYEES.

In addition to special rates to Bath House, the company has extended to all Pacific Electric employes the privilege of purchasing forty dance tickets for \$1 at the Redondo Beach dance pavilion. Tickets good at any time.

These tickets may be purchased from the Assistant Superintendent in dance pavilion during dancing hours on presentation of annual pass, coupon pass-book or P. E. Club membership card as a means of identification.

This gives employes an opportunity to dance at a cost of 2½ cents per dance per couple, which is half of the regular charge.

Mr. Small resigned in December, 1920, resigning at that time to move to Southern California. Prior to Federal control of steam roads, Mr. Babcock, Electrical Engineer of the Southern Pacific Company, was Consulting Electrical Engineer for the Pacific Electric Railway. As his assistant, Mr. Geibel was brought in close touch with the work and problems of the Electrical and Mechanical Departments of this company.

Mr. Small leaves within a short time for a general tour of the country to inspect equipment of other railways in line with the authority of his appointment.

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, was held in the committee room of the Club on Wednesday, October 4th, 1922.

Roll call showed the following absentees: D. W. Layne, A. S. Kuderna, L. J. McGrath, L. F. Foegle, R. B. Sullivan, A. J. Guercio, S. A. Bishop, H. J. Delmar, F. A. Shultz, J. Richards, W. W. Robbins, W. M. Brooks, C. Thorburn, L. A. Lovell.

Report of Manager Club Fund

Balance on hand, August 31, 1922	\$ 98.26
Receipts	1154.50
Total	1252.76
Bills and expenses	1145.28

Balance on hand, September 30, 1922	\$ 107.48
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Relief Fund

Balance on hand, August 31, 1922	\$ 344.23
Receipts	926.48
Total	1270.71
Paid out in relief	675.00

Balance on hand, September 30, 1922	\$ 595.71
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Owing to the fact that some of the committeemen from the general offices were absent during the last meeting, a representative from their department was not elected to the governing board. The manager requested these gentlemen to meet at a later date to choose a representative.

A very favorable report was given concerning the excursion to the Camp, September 23rd and 24th. Seventy persons were in attendance, and all of them have highly praised the splendid facilities which they enjoyed while in Camp.

Mr. Stuart stated that many new and worthy ideas would be brought up later concerning the physical welfare of the employes.

New Business

Mr. Orr, committee representative from the Local Freight Office, advised that the employes of his department were badly in need of lockers. Mr. Smith stated he would refer this matter to the company and make a report at the next meeting.

The representatives from the Transportation Department requested that the manager arrange for entertainment in the form of a movie show for the trainmen who are working on night runs and who are unable to attend the regular Friday night plays. It was decided that such entertainment would be held from 11 a. m. to 1 p. m., and on a Saturday morning. When such entertainment is given it will be for the benefit of all departments where employes are working

night shifts and unable to attend the regular Friday performances.

At this meeting the following committee was appointed by the President to investigate and report on a suitable site for a recreational center for the Pacific Electric employes, to be maintained in connection with the Club: Mort Stuart, L. H. Covell, W. M. Brooks, B. F. Manley and S. A. Bishop.

Mr. Allen of the Mechanical Department reported that the employes had requested him to ascertain if the regular movie show passes could be used either on Thursday for the Club dance or on Friday night for the movie show. This matter will be investigated by Mr. Smith and reported on at the next meeting.

Unfinished Business

The matter of a drinking fountain for the men at Sherman was again brought up by Mr. Bayless, who was advised that the authority necessary for the installing of this equipment had been issued. Mr. Manley of the Engineering Department and Mr. Hill of the Transportation Department were requested to check this matter.

The requisition for work and material covering the installation of a wash basin at the Ocean Park car

barns has been approved. Mr. Hill was asked to see that soap and towels were furnished at this point.

P. E. CLUB BULLETIN

November 10 to December 10, 1922

Friday, November 10:
Regular Movie Show in Auditorium at 7:45 p. m.

Saturday, November 11:
Agent's Association meeting in Assembly Hall at 8:00 p. m. Refreshments served after meeting.

Monday, November 13:
Band Rehearsal at 8:00 p. m.
Chorus Rehearsal at 8:00 p. m.

Wednesday, November 15:
Northern Division Safety Committee meeting at 2:00 p. m.

Thursday, November 16:
Grand Benefit Ball and entertainment for P. E. Band at Venice Dance Pavilion. No dance at the Club.

Friday, November 17:
General Staff meeting in Assembly Hall at 10:00 a. m.
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, November 20:
Band Rehearsal at 8:00 p. m.
Chorus Rehearsal at 8:00 p. m.
Electrical Department meeting at 8:00 p. m.
Refreshments served after meeting.

Tuesday, November 21:
Trainmen's meeting (all divisions) at 8:00 p. m.
Refreshments served after meeting.

Thursday, November 23:
Hard Time Costume Dance in Auditorium, 8:30 p. m. Prizes awarded for best ladies' and gentlemen's costume. Refreshments served.

Friday, November 24:
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, November 27:
Band Rehearsal at 8:00 p. m.
Chorus Rehearsal at 8:00 p. m.

Thursday, November 30:
Thanksgiving. No dance at the Club.

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

Monday, December 4:
Band Rehearsal, 8:00 p. m.
Chorus Rehearsal, 8:00 p. m.

Tuesday, December 5:
Southern Division Safety Committee at 2:00 p. m.

Wednesday, December 6:
Club Executive Committee meeting at 2:00 p. m.

Thursday, December 7:
Western Division Safety Committee meeting at 2:00 p. m.
Moonlight dance in Auditorium, 8:30 p. m.

Friday, December 8:
Regular Movie Show in Auditorium at 7:45 p. m.

Saturday, December 9:
Agent's Association meeting in Assembly Hall at 8:00 p. m.
Refreshments will be served after meeting.

CLUB MOVIE PROGRAM

Nov. 24 to Dec. 17

Friday, November 24:
Main Feature: "The Loves of Pharaoh."
Comedy: Harold Lloyd in "That's Him."

Friday, December 1:
Main Feature: "Blood and Sand." With Rodolph Valentino, Lila Lee and Nita Naldi.
Comedy: Snub Pollard in "Light Showers."

Friday, December 8:
Main Feature: "Nanook of the North," and epic of the snowlands.
Comedy: Harold Lloyd in "I Do."

Pathe Review:
"Little Things in Holland."
"Six-Foot Art."
"The Jiu-Jitsu Girl"
"The Free Lunch Trees."
"The Sapphire Cities of Italy."

Friday, December 15:
Main Feature: "On the High Seas," with Dorothy Dalton and Jack Holt.
Comedy: Johnny Jones in "Sunny and Demand."

Pathe Review:
"The Business of Art."
"The Vanished Frontier."
"The Mysteries of Silk"
"Getting Them In."
"The Stork-Towns of Alsace."

OPERATORS ENTERTAINED AT P. E. CLUB ROOMS

Substation operators and their families, from points over the entire system, held a meeting and were entertained in the Assembly Room of the Pacific Electric Club on October 7th. The event evidently was a pleasant one, judging from the following account submitted by Thos. W. Kennedy, Central Station Operator:

"The Electrical Department has about 40 men on duty from 2.00 p.m. to 11.00 p.m. in its power houses scattered over the entire system from Corona to Ocean Park, and Altadena to Newport Beach. These men, because of their hours of duty, rarely get to any functions of the Club, and as rarely see each other, though they may talk, one to the other, every day.

"At a recent meeting there was an attendance of about 100, the men and their families gathering in the club room at 9.40 a.m. Mr. Stuart then entertained us for two hours and thirty minutes with a picture show and a couple of vaudeville numbers. The entire show was excellent from start to finish. The feature picture, 'It is so if You Believe it so,' was one of those satisfying pictures, and the crowd was captured from the 'kick off.' Some of the boys said afterwards 'they got through the entire show without a breaker or drop of voltage.' The nearest we got to trouble was when acting Chief Operator Ewers and Assistant Electrical Superintendent Adams got on the line, reversing their stations.

"After the show was over, we harkened to the demands of the innerman. We had brought our own sandwiches and these were supplemented by an abundance of good coffee, ice cream and cookies furnished by the Club.

"The whole affair was greatly appreciated and many of the boys, as well as their wives, are asking for a repetition."

RENOWNED FINANCIER VISITS BEAUTIES OF SOUTHLAND

A distinguished visitor in the person of Mr. Matthew C. Brush, Senior Vice President of the American International Corporation, a subsidiary interest of the National Bank of New York, visited several points of interest on Pacific Electric lines during a week's stay in Southern California last month.

Mr. Brush visited Mt. Lowe, Hollywood and Catalina and while not his first visit to this section, time has not permitted his visiting the many points of interest on previous sojourns. Mt. Lowe particularly appealed to Mr. Brush and he paid tribute to the beauties of this scenic trip. Mr. Brush was accompanied by Mrs. Brush, his mother and Secretary.

"How is your cold Mrs. Horner?"

"Very obstinate, thank you."

"And how is your husband?"

"About the same, thank you."

Free Roadway Cause of Success

Editor Shows Public Foots Bill of Commercial Truck. Legislation Discriminates

The prediction of Roger W. Babson, statistician of national reputation, "that we shall live to see great highways built exclusively for motor truck use," and that "railroads are destined ultimately to lose all their short haul business," drew a timely editorial from a Southern California weekly recently.

This editorial, which follows in full, makes pointed reference to the unfairness of present motor truck competition, shows why it exists, and proves conclusively which means of transportation is sounder economically and upsets generally the arguments advanced by Mr. Babson.

IN forecasting the future of American railroads, Roger W. Babson, makes the statement that, "we shall live to see great highways built by the state exclusively for motor truck use. Railroads are destined ultimately to lose all their short-haul business."

This statement is of peculiar interest when taken in conjunction with comment from the Colorado Public Utility Commission to the effect that in two Colorado counties in which 68 motor trucks were operating as common carriers over the public highways the total tax paid by these vehicles for the use of the roads was \$819. The Texas & Rio Grande Western Railroad paid \$38,023 in these counties for highway purposes, and other taxes, which brought the total to \$153,896.

Build Competitor's Roadway

Roger Babson is a great statistician, but it will take some close figuring to show how the state can furnish right-of-way built with the taxpayers' money for the use of private truck corporations on the one hand, while on the other hand it collects a large part of its tax revenue from railroad and transportation companies to build the truck road which is to put the railroad out of business.

The taxpayers would be put to the expense of building the highway and then they would lose the taxes which the railroads now pay.

Figuring it on a business basis the proposition is this—if motor trucks had to pay their just share of the cost of highway construction, pay taxes on the right-of-way, such as a railroad now has to pay and maintain that right-of-way as a railroad has to do, could they haul freight cheaper than our present railroads?

One freight train of 50 cars with a load limit of 50 tons for each car would haul 2500 tons on a trip, with a half a dozen employees.

A truck with a 5 ton load is about the present limit on our highways.

For the sake of argument, increase this load to 10 tons and allow a trailer of 10 tons capacity, making 20 tons. It would then take 125 trucks to move the 2500 tons, or the load of one freight train. Each truck would require at least one driver and not figuring any helper, 125 men would have to be employed to move the 2500 tons as against, 6 men, on the freight train.

Under Mr. Babson's theory trucks would be subsidized by a free right-of-way, freedom from upkeep for the right of way, freedom from paying any taxes on the right of way, and charged only a nominal motor license if they were to continue to operate as cheaply as at present.

Supposing the trucks had to pay for right of way, pay for building the road base, repair the right of way and pay taxes on the right of way as do the railroads, could they haul freight more cheaply than do our present carriers?

When the public understands the bill they will have to foot if the state furnishes highways for private motor truck lines, it is probable that there will be some objections raised to thus subsidizing motor freight transportation companies.

If motor freight transportation is more economical than steam or electric transportation, let the motor transportation companies build their own hard surfaced highways and compete with the railroads on a legitimate basis, paying their share of the taxes and furnishing transportation on a business basis.

WEEKLY PASS SUCCESS YET UNDETERMINED

While yet unable to predict the final outcome or results of the weekly card passes issued in connection with our local service in Pomona and Riverside, early indications are that revenues for this service, which heretofore have been entirely insufficient to pay operating expenses, may be somewhat increased.

Travel on the Riverside local lines increased 7 per cent with approximately 2 per cent increase in revenues, while in Pomona travel increase 15 per cent with no increase in revenue. As the plan, which gives our patrons an unlimited number of local rides for \$1 weekly, becomes better known, it is hoped that revenues will be increased to the point where it will not be necessary to discontinue local service in these cities.

And Stands!

Under the leather hanging strap

The homely maiden stands,

And stands, and stands, and stands,

And stands, and stands, and stands.

—Partners!

SERVING THE MOVIES



MANY OLD cars which have long since served their period of usefulness, are still in "active service" due to the demand made for them by the motion picture studios in this section. Hardly a week passes but that one of these old timers is chartered for the purpose of depicting some ludicrous film production. That they produce the desired results is clearly evident and but little fitting up is required to created the proper atmosphere.

In the accompanying picture car No. 26 will be familiarly recalled by many of us. It was built in 1893 by the Los Angeles Ry., acquired by Pacific Electric in 1903 and served for many years between Riverside and Arlington, where it was known as No.

131. It has a seating capacity of 24 passengers.

The presence of car 26 in the Hollywood district created more than passing notice, inasmuch its size and crudeness, as compared with the new Hollywood cars, embodying every modern improvement and device, reflected vividly the tremendous development which the electric railway industry has made in a comparatively short span of years.

This car was used for several days last month by the Universal Film Company on Franklin Avenue in Hollywood. The pompous party second from the left in front row is not the Director, but F. B. Clark of the Passenger Traffic Department, who is present to see that service is not interfered with nor acrobatic thrillers indulged in.

STORE DEPARTMENT NOTES

By E. A. Bonner

F. E. Gill, Storekeeper, Macy St., is leaving on a two-weeks' hunting trip in the northern part of the state.

D. E. Porter, Storekeeper, San Pedro, and wife are on a two-weeks' visit with relatives in San Francisco.

E. Gilks, Supply Car Storekeeper, has just returned from a trip to Chicago, Buffalo and all way Stations and brings back a report of having a wonderful trip. He says the snow storms were quite interesting inasmuch as he being a native son had never experienced one, now that this has been accomplished he is willing to stay in sunny California.

F. W. Campbell, Storekeeper, Sherman, is on a visit in the east.

Wm. Jolley, Sec. Storekeeper, Torrance, is spending his vacation in and about Los Angeles.

"Wild Cat" Reiber is now working at Torrance having been transferred from Macy St.

Brooks Allen has been transferred from helper in the Lumber Shed to Sub-Foreman in the Yard Force. He has been succeeded in the Lumber Shed by Jesse Blackburn.

Francis Clark, Storekeeper, Pasadena, has moved temporarily from Long Beach to Venice. Why? Ask Francis.

Frank Winterberg has returned from his vacation, which he spent sitting on the pier at Redondo pulling in yellow tail and mackerel.

ONE FARE FOR FOURTEEN O. K. IN THIS CASE

It isn't often that one fare will suffice for fourteen passengers, but should a single fare be presented by Mrs. Frank Scott, accompanied by thirteen children, Conductors will have no alternative but to cheerfully accept.

A recent news dispatch revealed that the Scott family was enroute to Southern California and an amusing incident occurred when the surprised conductor on train was offered one ticket for Mrs. Scott and her young flock. An account of the incident follows:

"The Scotts, with their 13 living children, boarded a train for the West in search of land to provide sustenance and employment for the family.

"When the mother proffered one fare for herself as the children are all under five years of age, the conductor remarked:

"'We can't carry a Sunday school class madam.'

"'But they are my children,' she replied.

"Then the family Bible was produced from the luggage and it showed there were Ashbel, Archer and Austin, each 4½ years old; Arthur and Arnold, each 3½; Allen, Almon and Albion, each 2½; Alfred, Albert and Adolph, each 18 months, and Abel and Abner, each 6 months.

"Mr. and Mrs. Frank Scott lay claim to the record family of the Middle West in 10 years of married life, and announced that in that time three sets of triplets and two sets of twins, all boys, had been born to them."

Jack—"What kind of fellow is Blinks?"

Bill—"Well, he is one of those fellows who always grab the stool when there is a piano to be moved."—O. B. Bulletin.

The following changes were made in the Store Dept. during the month of October:

Francis Clark, promoted to Storekeeper at Pasadena, vice V. B. Swartz, resigned. E. Reiber, promoted from helper, Macy St. to Sec. Storekeeper Torrance, vice Francis Clark, promoted.

Tom Wilkes, transferred from Sectional Storekeeper, Paint Store to Sectional Storekeeper, Castings Yard.

Harold Lee, promoted from Special Clerk to Sectional Storekeeper Paint House, vice Tom Wilks transferred.

Henry Stuart, from Multigrapher Operator, Stationery Store to Special Clerk, Torrance, vice Harold Lee, promoted.

Herb. Kinsman, from Helper, Torrance, to Multigrapher Operator, Stationery Store.

Miss Gladys Nargan, Stenographer in the General Storekeeper's office has been promoted to Requisition Clerk, vice Miss Gladys Winter, resigned.

THROUGH THE CAR WINDOW

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

ONE of the best ways for a trainman to be safe is to be courteous. A courteous motorman will not move his car when he knows a passenger is in the act of getting on or off, and his sense of courtesy will cause him to actively watch such matters. For the same reasons he will not slow up his car and open the gate, thus discourteously inviting a passenger to get off on the fly.

A courteous conductor has much fewer step accidents than the discourteous one; his polite instincts keep him awake to the comfort of his passengers, and he protects them from many perils. The safe way, and the happy way, and the paying way, is the courteous way.

Did you hear the story about the stove pipe? It was smutty. Some people like a story, or a joke, that is off color. Some like them at any time and at any place. Others are more particular, and relish them only upon occasion. If an employe is serving our patrons, either singly or in groups, how can the employe tell the taste of the person along such lines?

"Millions for defense," but not a dollar for invading other territory might express the thought of a very great many conservative and sensible people. It's a grand idea to stay in your own territory. If you are an office man and someone invites you out to fight, don't hop the counter and invade his territory. Stay in your own precinct and save trouble.

If you are a street man and someone invites you into the alley to set-

tle it, turn him down. Stay in the wide and lighted way, your own ball-
wick, and save trouble. If you are a trainman and someone invites you off your station to decide who had the right of way, don't take your brass and desert your post. Stay on the boat, and if the enemy boards you, you will have saved trouble.

Our Vice-President has suggested that we take for our slogan "Make friends for the P. E." There never is a time when friends are not an asset to any man or to any Company. Every one of us who has dealings with patrons is in position to make friends or to make enemies for our Company. There is no doubt that a conductor or a motorman or an agent, in fact almost any employe, can by a wrong attitude toward the public or toward the Company or by making incorrect statements about the Company or its policies, stir up ill-will toward the Company. On the contrary, the right attitude brings friends. Remember, we as employes represent the Company in the minds of the people with whom we come in contact.

Do you pay an electric light bill at home? Then you know how expensive this "juice" is that we use on the cars. It is true that the rate the P. E. pays is less than we pay at home but in the aggregate it costs the Company about \$125,000 per month. Turn off the lights and heaters when not in use and save power wherever possible.

Honk! Honk!

Money maketh the mare go;
Or so they say, and I guess it's so;
But it's different with an auto, though,
An auto maketh the money go.

COMPARISON OF ACCIDENTS DURING SEPTEMBER, 1922 and 1921

	Northern Division		Southern Division		Western Division	
	1922	1921	1922	1921	1922	1921
Interference with vehicles	139	120	131	95	171	149
Collisions and interferences with cars	7	7	8	4	4	5
Persons struck by cars	4	5	9	4	7	2
Derailments	11	7	26	15	8	9
On and off moving cars	15	9	23	18	20	23
Miscellaneous	34	24	55	33	33	34
Total	210	172	252	169	243	222
		1922	1921			
Interference with vehicles	441	364	21.2%	Increase		
Collisions in interferences with cars	19	16	18.8%	Increase		
Persons struck by cars	20	11	81.8%	Increase		
Derailments	45	31	45.0%	Increase		
On and off moving cars	58	50	16.0%	Increase		
Miscellaneous	122	91	34.0%	Increase		
Total	705	563	25.2%	Increase		

MINUTES PACIFIC ELECTRIC ROD AND GUN CLUB By "Griff"

Meeting of the Pacific Electric Rod & Gun Club was called to order at 8:10 P.M., Wednesday, October 11, by President Geopfert, 34 members being present, including the two new members submitted and approved.

Secretary reported a total membership of 438.

Treasurer Wooderson reported as follows:

Cash on hand.....	\$ 178.00
Shells	19.80
Blue Rocks.....	20.00
Rental on stuffed seal....	5.00

Total\$222.80

Mr. Charles W. Ogle, of Pomona, donated as a memento, an 8-gauge, breech-loading shotgun; a relic with a popular past before being condemned by the Federal Game Protection Society.

Prizes for the Picnic Day Shoot at Redondo were awarded by R. L. Spafford as follows:

Smith, 12-pound Swift's premium ham.

Oefinger, 10-pound Swift's premium bacon.

Wiggan, 3-pound can Hills Bros.' coffee.

Motion made by Field Captain Manley that the next blue rock shoot be held on Sunday, October 29, at Griffith Park, three days before opening of the quail season. Motion carried.

Mr. Manley also announced the percentages of both the first and second teams to date, as follows:

First Team

	Percent- age
L. R. Spafford.....	86.85
H. L. Wiggan.....	86.47
K. L. Oefinger.....	86.32
W. J. Hodge.....	85.33
B. F. Manley.....	85.25

Second Team

H. M. Williams.....	85.12
H. Smith.....	84.50
L. F. Volkhart.....	74.28
A. B. McLeod.....	69.23
J. L. Geopfert.....	68.36

Mr. F. J. Oriva donated a 6-rattle diamond back skin and several ludicrous drawings to be hung in our clubrooms.

Announcement of our first annual rabbit drive of the season was made by L. R. Spafford, who stated it had been scheduled for Sunday, November 12, and that all members would receive, as confirmation, notices outlining conditions, etc., of the event.

G. R. Scott, Acting Recording Secretary, was sworn in as Temporary Recording Secretary, effective until the next annual election of officers.

Meeting adjourned at 9:20 P.M., when nearly all attendants enjoyed a lucky target rifle shoot on the B. H. Dyas range, where four nice prizes were awarded. The fun progressed far into the evening.

U. S. SPECIFICATIONS FOR "CLASS B" STATIONS

Radio fans will undoubtedly be interested in the specifications covering the Government requirements governing the construction, licensing, operating and service of Class "B" radio telephone broadcasting stations, one of which has already been placed in service in Los Angeles, and the proposed construction of another announced.

The official specifications follow:

"A new class of radio telephone broadcasting station license is hereby established, to be known as Class "B." A license will not be issued for a station in this class which does not comply in every respect with the specifications hereunder.

"Specifications covering the requirements governing the construction, licensing, operating and service of Class "B" radio telephone broadcasting stations:

"Wavelength—The wavelength of 400 meters only will be assigned for the use of stations of this class, which must be reasonably free from harmonics.

"Power—The power supply must be dependable and nonfluctuating. The minimum required will be 500 watts in the antenna and the maximum shall not exceed 1,000 watts in the antenna.

"Modulation—The system must be so arranged as to cause the generated radio frequency current to vary accurately according to the sound impressed upon the microphone system.

"Spare Parts—Sufficient tubes and other material must be readily available to insure continuity and reliability of the announced schedule of service.

"Antenna—The antenna must be so constructed as to prevent swinging.

"Signaling System—Some dependable system must be provided for communication between the operating room and the studio.

"Studio—The radio equipment in the studio must be limited to that essential for use in the room. The room shall be so arranged as to avoid sound reverberation and to exclude external and unnecessary noises.

"Programs—The programs must be carefully supervised and maintained to insure satisfactory service to the public.

"Music—Mechanically operated musical instruments may be used only in an emergency and during intermission periods in regular program.

"Division of Time—Where two or more stations of Class "B" are licensed in the same city or locality a division of time will be required if necessary.

"Licenses issued for the use of the 400 meters wavelength shall specifically provide that any failure to maintain the standards prescribed for such stations may result in the cancellation of the license and requiring the station to use the 360 meters wavelength."

THE PRICE OF SUCCESS

You want success. Are you willing to pay the price for it? How much discouragement can you stand?

How long can you hang on in the face of obstacles?

Have you the grit to try to do what others have failed to do?

Have you the persistence to keep on trying after repeated failures?

Can you cut out luxuries?

Can you do without things that others consider necessities?

Can you go up against skepticism, ridicule, friendly advice to quit, without flinching?

Can you keep your mind steadily on the single object you are pursuing, resisting all temptations to divide your attention?

Are you strong on the finish as well as quick at the start?

Success is sold in the open market. You can buy it—I can buy it—any man can buy it who is willing to pay the price for it.

—Exchange

COMMENDS P. E. EMPLOYEES FOR VALIANT SERVICE

A very commendatory letter commenting upon the assistance rendered by Pacific Electric employes at the recent fire in the San Bernardino Mountains has been addressed the management by Mr. R. H. Charlton, Forest Supervisor. This was the most disastrous fire in the San Bernardino Mountains since 1911 and Mr. Charlton comments glowingly upon the valuable assistance given him.

The letter follows:

"I want to tell you how greatly we appreciated the assistance rendered us by the Pacific Electric men at our recent fire in the San Bernardino Mountains. Organized as it was, the crew rendered us the most valuable assistance and if we had a few more crews like it, the Santa Fe and some of the college boys from Redlands and Sherman Institute, I believe we would succeed in keeping our fires at a minimum.

"Your men Hunckler, Herron and "Art, the Swede" are princes of the first water. (I can't remember Art's last name, but it sounded like Sondrager and no doubt you know to whom I refer). They stayed with us through thick and thin and for an old man Herron can disprove Dr. Osler's theory seven days out of the week. Hunckler whom I did not ask nor expect to get into the fire, jumped into it with all four feet and a gang of Mexicans, and if you ever get an opportunity of letting these fellows know how we appreciate their services I hope you will do so"

Sam: "Ah done heard dat dey fin, Columbus' bones."

Ezra: "G'wan. Ah never knew that he wuz a gamblin' man."

WASTE ELIMINATION HOBBY OF GREAT RAILROADER

In a recently published biography of E. H. Harriman, the attention to detail, characteristic of the master railroad builder and financier, is related in the following incident, which carries a moral lesson that can well be applied by all of us:

"One day (says Mr. Kruttschnitt) I was walking with Mr. Harriman on the road. He noticed a track bolt, and asked me why so much of the bolt should protrude beyond the nut. I replied, 'It is the size which is generally used.' He said, 'Why should we use a bolt of such length that a part of it is useless?' I replied, 'Well, when you come right down to it, there is no reason.' We walked along and he asked me how many track bolts there were to a mile of track and I told him. Thereupon, he remarked, 'Well, in the Union Pacific and Southern Pacific we have about 18,000 miles of track and there must be some 50,000,000 track bolts in our system. If you can cut an ounce off from every bolt, you will save 50,000,000 ounces of iron, and that is something worth while. Change your bolt standard.'

"A similar change was made, at Mr. Harrison's suggestion, in the width of what is technically known as the 'shoulder of ballast,' that is, the width of ballast between the ends of the ties and the beginning of the downward slope to the level of the terrain. The elimination of a few inches of superfluous 'shoulder' would not lessen much the cost of ballasting a mile or two of track, but even this small saving multiplied by thousands of miles, would amount, as Mr. Harrington said in the case of the track bolt, to 'something worth while.'"

A CABLE-WAY RAILWAY

A cable-way railway, technically known as a "teleferique," will shortly be placed in operation, which will run from Les Bossoms, in the Chamoix Valley, France, up the Airguille de Midi, 12,608 feet (2,39 miles) high, one of the jagged precipitous peaks in the Mont Blanc range.

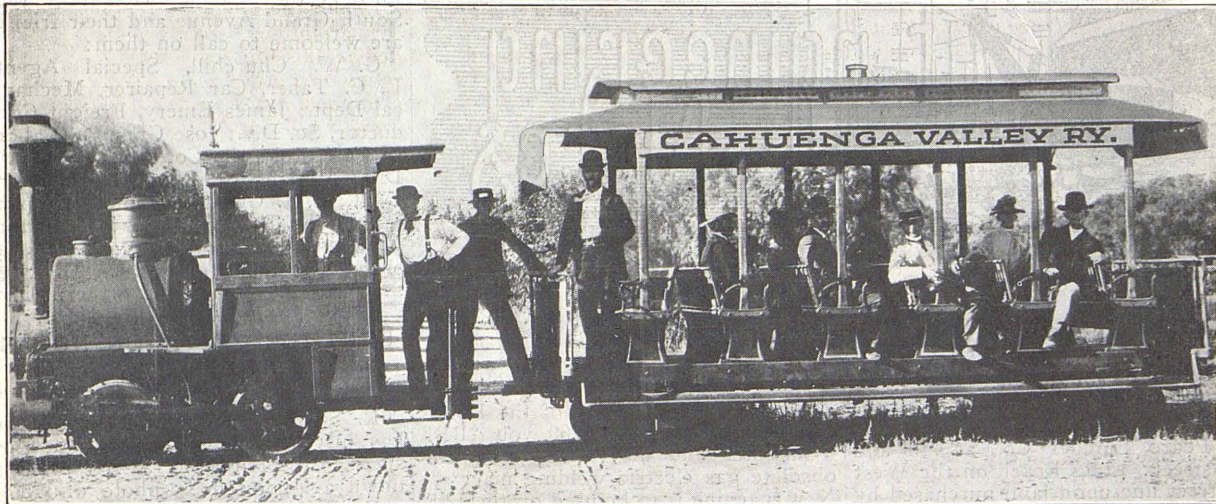
Passengers will be carried up the mountain in a suspended cage and within a period of ninety minutes tourists will be transported from summer heat to arctic cold.

The cage will be supported on double cables 2.5 inches in diameter. The inclination of the teleferique varies from 15 to 48 degrees.

MILEAGE BY YARDSTICK

Thomas F. Mason, Agent, Wilmington sends in a newspaper clipping of interest to transportation men which states that on October 16, 1882, forty years ago, a train of 125 cars, over a mile long, was run to Wilmington. It would seem that the newspaper writer in 1882 figured his mileage pretty close.

IN THE DAYS WHEN HOLLYWOOD WAS YOUNG



AN INTERESTING relic of the past is seen in the above picture, the same being the means of transportation serving the Hollywood district in the late nineties.

Known as the Cahuenga Valley Ry., service was routed from Laurel Canyon (the terminal) via Sunset Boulevard to the present location of La Brea Street, then to Prospect Avenue, now Hollywood Boulevard, to Western Avenue and south on Western to the terminus of the old Temple Street cable line. Two other dummies and cars completed the equipment of the line, which was taken over by the Pasadena & Pacific Railway in 1899.

We are indebted to the Hollywood Branch of the Security Trust & Savings Bank for the courtesy of supplying the accompanying photograph.

REDONDO BEACH NEWS

Hallowe'en Masquerade Ball was held in Pavilion on Tuesday evening, October 31. The hall was very tastefully decorated with the usual festive Hallowe'en colors, which added to the gaiety of the occasion. Free masks, serpentine and other novelties were given away. One of the main attractions of the evening was the exhibition dancing given by the pupils of Mable Rockwell's School of Dancing.

There was a big attendance, and the various dancers arrayed in all colors of the rainbow, with their faces on mask, presented quite an amusing spectacle and every one had a gay time.

The Bath House at Redondo Beach has been a big attraction all season, so much so that the management have been keeping it open every week night until 10 P.M., and quite a number of bathing parties from the various towns and communities are making frequent visits to the plunge. A more pleasant and healthful recreation for young and old is hard to find.

The Pacific Electric employes are again reminded that they can secure special rates to the Bath House, 7 tickets for \$1.35, good at any time throughout the year, and can be obtained by the employe making application to the head of his or her department, who issues an order on the Superintendent, and on presentation of this order at Cashier's office the book of tickets is issued.

Work has been started on the new flood lighting system at the resort. When completed all the buildings on the water front will be lighted by means of lights placed across the street, which will flood the buildings with a blaze of light. The buildings are to be painted a light color, and the old system of the decorative lights will be removed. This work is to be completed and the lights in operation early next year.

The North Beach improvements are almost completed, and the Chamber of Commerce is going to have a celebration featuring the completion of the improvements in about two weeks' time. The present arrangements are that this celebration will take the form of a Carnival Street Dance and many other attractions.

Ted Combs, who spent two years as life guard in the Long Beach Bath House, is back again in Redondo Beach and has assumed his old position as swimming instructor at the Bath House. Ted is a very proficient swimming instructor.

SOUTHERN DIVISION NOTES

By A. F. Masters

Conductor Mann bid in Run 83; says that 5:05 trip is a darb.

The unexpected has happened to our old friend W. W. Mooney. He has taken unto himself a wife. Our every good wish.

At the next monthly meeting some very important and interesting are to be discussed and Chairman J. J.

WESTERN DIVISION

By E. C. Brown

A large attendance is expected at our November get-together meeting; several trainmen promise to have something of interest to all to discuss.

Motorman Leslie and Conductor Irwin after a successful rabbit hunt dispensed them among their many friends in Sherman.

E. V. Brown, Station Master at Sherman, who has been the unfortunate victim of a long spell of illness, expects soon to be back on the job again.

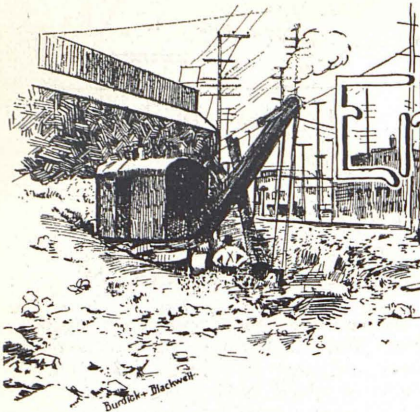
Joe Schenk, our oldest Motorman in point of service, has moved into a new home which he recently built on South Vermont Ave.

S. B. Dent has returned to the service as Conductor after an illness of two years. His many friends are pleased to have him with us again.

Conductor J. Hanselman and family are visiting their old home in Ohio. A postal informs us that Ohio is all right, but it's not like L. A.

Many Conductors have expressed themselves as well pleased with the courtesy and service given them by the Cashiers at the Hill Street Station.

Mulligan would like a record attendance. Watch your bulletin for the date and let's have some new faces present. Yes, the usually nice lunch and coffee will be served.



Engineering Notes

The following work has recently been reported completed:

Construction of an industrial spur track 575 feet in length to serve the San Pedro Lumber Co., at 7th and Pico streets, Long Beach on the West 7th street line upon land purchased by the lumber company.

Providing counters, cases, etc., in the Main Waiting Room, 6th and Main Street Station for the recently established S. P. Ticket Agency.

Installation of Automatic Flagman at Artesia street, on the Santa Ana line, as requested by the Board of Trustees of Santa Ana, to safeguard the crossing and reduce the hazard of accident on this heavily traveled thoroughfare.

Construction of extension approximately 200 feet in length to team track handling shipments of Amalgamated Oil Co. at Los Nietos on the La Habra line.

Construction of a small corrugated iron and frame building for use of Mechanical Department, near 1st street, San Pedro on the San Pedro main line.

Placing of paved driveway to serve the company's oil storage tanks and repair yards at 1st and Front streets, San Pedro on the Gardena-San Pedro line.

Construction of siding approximately 4697 feet in length to provide storage for 95 cars in the vicinity of Pier "A" Wilmington, north of the Bascule Bridge.

Construction of type E-1 Waiting Station at Michillinda Station on the Monrovia Line to serve a rapidly developing residential sections. This work included lighting of station and installation of landings.

Placing of two drinking fountains at the Repair Shop and two at the Inspection Shop in the Macy Yards on the Pasadena Short Line, also two fountains in the Los Angeles street yards at 6th and Los Angeles street, Los Angeles, as recommended at one of the monthly meetings of the Mechanical Department employes.

Renewal of timbers in the car pits in the north Fair Oaks Car Barn, Pasadena, so that the present structure may be more suited to the heavy rolling stock now handled over these pits.

Abandonment of 282 feet of track in the old car house on "E" street, near 1st street, San Bernardino. North

track has been rearranged to accommodate freight shipments.

Placing in the service of the Bonding Department, one 1200 volt "BB" dynamotor and the retiring of the obsolete gas electric welding machine. New machine is to be used on the 1200 volt territory in placing bonds and in welding and repairing special work.

Placing of two landing at Willoughby Station east of Beverly on the Sawtelle Line. These landings are constructed of quarry waste from the rock crusher at Puente Largo.

Sunday morning, September 3, C. A. Elliott entertained Old Doc Stork who left a little package in the form of a 9 pound baby girl, who is No. 2 on the Elliott family tree. Congratulations Cliff.

Congratulations also due and expressed to Mr. Pinney, who announced the arrival of a baby girl on Wednesday, September 20.

ACCOUNTING DEPT. NOTES

With the beginning of a new month, several changes are noticeable in the Accounting Department. Herman Grenke, formerly Chief Clerk of the Pay Roll Bureau, is now known as a Special Accountant, and the Pay Roll and General Accounts Bureau are one, under the supervision of J. L. Smith.

T. W. Fleshner, formerly Traveling Auditor, has been appointed Special Accountant, succeeding L. A. Lovell, and R. L. Beaman fills the vacancy created by Mr. Fleshner.

Miss Ethel Ward, Chief Clerk of the Stenographic Bureau, recently made a trip to San Francisco in the interests of her bureau.

Miss Peggy Johnson is enjoying a visit in Salt Lake, and her old home in Moore, Idaho.

We are glad to welcome Miss Agnes Pieratt back again after a two-months sick leave, and happy to see her looking so well.

Miss Gladys Johnson, after two years of service in the Comptometer Bureau, recently resigned to take up her residence in San Francisco, where

EMPLOYEES IN HOSPITAL

The following employes are now confined at the Pacific Hospital, 1329 South Grand Avenue and their friends are welcome to call on them:

G. W. Churchill, Special Agent; L. C. Taber, Car Repairer, Mechanical Dept.; James Emery, Freight Conductor, So. Div.; Jose Gugman, Laborer, F. A. Johnson, Conductor, Western Div.; Will Kitto, Stock Clerk, Store Dept.; J. J. Grant, Foreman, Carpenter Shop, Torrance; F. L. Newton, Brakeman, Southern Div.; L. T. Bashore, Conductor, Northern Div.; U. S. Crouse, Conductor, Northern Div.

SOUTHERN DIVISION NOTES

By F. J. Oriva

R. Spafford, Trainman Instructor, has just returned from a vacation spent in the High Sierra. He brought down a 9-point deer, photo of which appears in this issue of the magazine.

Conductor W. L. Bowden has resigned on account of his health and taken up work on a ranch near Riverside.

Conductor C. White has returned from a visit to New York City, where he witnessed two world series ball games.

Other Southern Division trainmen returning from vacations are: Conductor A. Reed, who took an extended auto tour in California; Conductor H. (Dolley) Gray sojourned at his apple orchard near Yucaipa; Motorman H. K. Bordelon spent a pleasant vacation at Balboa.

Motorman L. A. Cole has left on a 30-day visit to his mother's home in Tennessee and Conductor H. T. Bennett is visiting his home in Illinois.

ONE KIND WORD.

"Can't you find anything pleasant to say about the members of my family?" her husband demanded hotly.

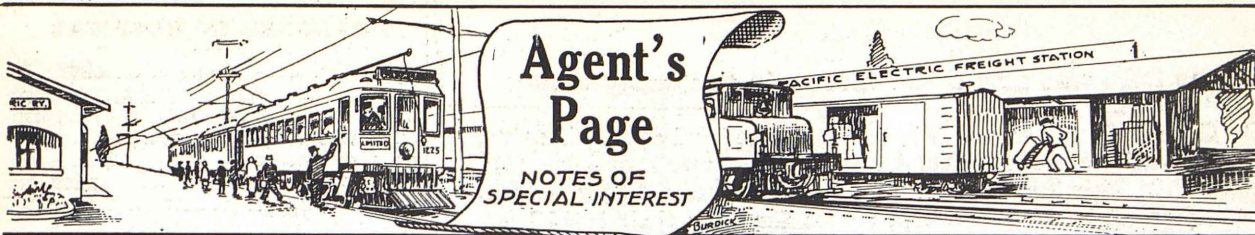
"Well," returned his wife in a coldly soothing tone, "I can remember one thing: They were all opposed to our marriage."

she is now employed by the Southern Pacific Company.

The Roadway Bureau presents a busy aspect these days, with the extra inventory help. Mr. Labbe, Chief Clerk of the Bureau, has just returned from a trip north.

One of the Accounting Department's popular young men is feeling the effects of a lean pocket book and the loss of two days time, suffered for breaking the law on two counts. Cutting corner buttons and one armed driving is an expensive pastime in this day and age.

F. H. Gilbert is enjoying his two weeks vacation in parts unknown.



AGENTS MEET AT MT. LOWE



PASSENGER travel to Mt. Lowe Sunday, October 29th, 1922 was augmented to the extent that the able-bodied and active members of the Pacific Electric Railway Agent's Association turned out to participate in the great Mt. Lowe trip, one of the annual outings of the Association.

An exceptionally clear and bright morning favored those taking the trip and the journey to Ye Alpine Tavern coupled with the peculiar charm of the resort in its complete mountain environment would indicate that outings of this character possess rare advertising possibilities.

Not only were the scenic features greatly enjoyed by those who were fortunate enough to come on this trip, but an excellent cuisine won the praise of all dining at Ye Alpine Tavern.

AGENT ATTENDANCE CONTEST EXCITING KEEN INTEREST

The attendance of the November and December meetings of the Agent's Association will determine the victorious division, which is to be feted with a banquet apropos of the occasion. The present standings of the respective factions are as follows:

Southern Division, 62 per cent.

Northern Division 58 per cent.

Western Division, 51 per cent.

All indications point to the fact that an extraordinary effort will be made by the competing divisions to "put over" their division with flying colors.

The entertainment committee are making extensive plans to have the Annual Banquet of the Agents Association the biggest event of the year, which it is anticipated will take place sometime during December.

PROPERLY FILED TARIFFS INCREASE EFFICIENCY

Unless your tariff file is in proper shape and tariff sheets filed in proper order and kept up-to-date, you cannot check or quote correct rates.

An agent's tariff file kept in proper condition is a time-saver in many ways. It eliminates a lot of unnecessary work, not only on your part, but on the part of many persons. Tariffs improperly filed mean time lost, and cost the Company money, while properly filed tariffs mean a lot of time saved as well as money to the Company.

Your tariffs should be recorded in "Curran's Station Record of Tariffs Received and Posted" as soon as received and then filed in proper shape and in regular order, it will surprise you how much time is saved when you are checking rates. Tariffs should never be thrown around loose on a desk or table as they are easily torn and soiled, supplements are lost, and you are, therefore, not able to quote or check a correct rate.

Tariff file covers are furnished by the Stationery Department for the proper filing of your tariffs to protect them from dirt and to hold them in proper condition and keep them from being torn and otherwise soiled. Tariffs cost money, and when you think of the many stations supplied with tariffs and supplements thereto, one can hardly estimate the cost to the Company. Therefore, tariffs should be taken care of just as you would take care of your personal property. They are a part of your office and are an essential adjunct in your work.

If you have not checked over your station file of tariffs for some time past, lets get busy and keep our tariff files up to date.

RECENT AGENCY CHANGES

Effective November 5, 1922, A. R. Stevan was appointed agent at Watts, being transferred from Garden Grove to replace G. W. Caldwell.

Effective Monday, November 6, 1922, Mr. G. W. Caldwell was appointed agent at Ocean Park—Venice, vice Dwight C. Freeman, who resigned from the service on October 1st.

Mr. Caldwell was the oldest man to bid on the agency.

Mr. Russell Moebius has been appointed agent at Beverly Hills, effective November 11, 1922, vice J. R. Hutchinson, resigning. Mr. Moebius was in service at the Los Angeles Freight House, and has been doing relief agency work during the past summer and fall.

A MOTORMAN'S GRIEF

Some folks who now drive flivvers in this sunny Southern clime,

Give a Motorman the shivers chasing up and down his spine,
They make our heads feel dizzy and start our brains to rock,

When Main Street gets right busy around about four o'clock.
They're all in such a hurry, seems they try their level best,

To see just how much worry they can cram beneath one's breast.

They'll speed along so unconcerned and zig-zag 'long the track,

Or they'll cut across in front of us without once looking back.

But they'd better watch their P's and Q's and learn to look about,

Or some ambulance'll get 'em if they don't watch out!

I've seen some reckless drivers chase some unsuspecting soul
Right over to the sidewalk and make him climb a pole.

Then they'll dash around the corner as they would through vacant lots

'Till life's not worth the living for us Motormen on "Watts."

But some day they will come to grief, for those who dance must pay

And long roads all have turnings, just as each dog has its day.

So when they try to climb our steps or knock us off the track
They needn't be surprised to find a street car on their back.

And when they hog the street for blocks, while street car patrons shout,

Some ambulance'll get 'em if they don't watch out!

By Chas. White,
Motorman, Southern Division.

APPALLING CARELESSNESS

Statistics show that 3,000 automobiles were struck at grade crossings in this country last year. In these accidents, over 2,000 men, women and children were killed and over 3,000 others injured. In dozens of instances whole families, numbering from four to six, were wiped out as completely as though a cyclone had struck them.

A cyclone comes without warning, from an unexpected quarter. A train of cars always comes along a permanent track, so you know where to find it. And yet, this very day, more than one driver, somewhere, will heedlessly drive onto the tracks, without looking or listening, and then a rushing train will demolish his car. In company with wife and children he will meet sudden death.

Signs a Boy Doesn't Like

Keep Off the Grass.

Admittance at Main Entrance Only.

Private Property—No Trespassing.

No Swimming Allowed Here.

Hunting Strickly Prohibited.

Keep Out—This Means You.

Wet Paint.

Do Not Feed the Animals.

Silence.

Unaccompanied Children Under Age Not Admitted.

Bananas—5c Each.

Painless Dentist.—Life.

CREDITABLE RECITAL GIVEN BY P. E. CLUB CHORUS

On Friday evening, October 23, 1922, without any previous announcement, the moving picture performance was stopped and fifty members of the Pacific Electric Chorus appeared on the stage, and under the direction of H. Womersley rendered the following selections:

"The Soldiers Chorus," from Faust; "My Sunshine," Eduardo de Capua; "The Lost Chord," Sir Arthur Sullivan; "Drink to Me Only With Thine Eyes," Old English Air; "Loves Old Sweet Song," J. L. Molloy.

The enthusiastic applause which greeted the singing of these numbers showed very clearly that the audience thoroughly enjoyed the surprise recital. The Chorus showed very marked progress—the interpretation and the phraseology were very good, and reflected much credit upon the director.

The Chorus is now preparing for a concert to be given in the near future, consisting of choruses, quartettes, duets and solos. Those who wish to take part in the coming concert must be present every Monday night.

His Father

"Did you give the penny to the monkey, dear?"

"Yes, mamma."

"And what did the monkey do with it?"

"He gave it to his father, who played the organ."—Boston Transcript.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Mr. Al Penwell starts soon for an extended vacation to Cuba and intermediate points.

Mr. E. O. Straub, Shop Superintendent, expects soon to move to Los Angeles with his family. Torrance will miss them all but we understand they will be back again.

F. W. Maisey is once more guarding the outer portal to the shop after an extended vacation.

Mechanical department forces have been busy changing the safety cables on Mt. Lowe incline. Every detail of this incline is under constant care and inspection. "Safety First" is practiced, as well as preached.

Many friends are sympathizing with Mr. Henry Preston and family in the shocking death of his father. Mr. Preston, Sr., was irrigating his orchard at Rialto. While there he stepped on an adjoining vineyard, was challenged by a guard and shot before an answer was received. The guard has been arrested pending an investigation.

Mrs. Rose, formerly Mrs. Minnie Bone of the Coil Taping Department, has had a very sick baby. We are pleased to know, however, that the crisis has passed and the baby on the mend.

James J. Grant, in charge of the Air Repair Department, met with a very serious and painful accident. While straightening a piece of steel it sprang from his hand penetrating the eye ball of the left eye.

He was rushed to the hospital and for a time there was danger of the loss of sight from one or both eyes. We are very pleased to announce that report of October 31 states that there is a good chance of saving the sight of both eyes. Mr. Grant is in the Pacific Hospital and will be glad to have his friends call.

A. R. Burkholder of the Cabinet Shop, is again on the job after a 3 months trip east with his family. They have moved into their new home on Portola Ave., Torrance.

TRAINMEN'S MEETINGS

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen was held Oct. 17, at the Pacific Electric Club, Chairman Mulligan presiding.

There were present Superintendent Davis, Ass't Supt. Taylor, and 8 trainmen; also, Mr. Patton, of the Passenger Department.

UNFINISHED BUSINESS

Automatic flagman on San Pedro via Gardena Line, where boulevard crosses near shipyard spur, should be on the right hand side outbound.

Disposition: Mr. Johnson advised "investigation discloses that the bell in question is known as a County Road Bell and in moving it to opposite side we would have the same condition that now exists."

Providing Duplex form of ticket for Compton Local.

Mr. Smith advised "check of round trip sales on this line shows from 70 to 101 round trips issued by all conductors each day which with number of trains operated, makes number too small to justify use of another ticket. When S. D. T.-1 triplex is re-issued, stations will be spaced better due to eliminating several brackets now in use and this will help to a great extent."

Light circuit box on inbound track at Gamewell not of sufficient clearance from rail.

This has been rectified.

Passenger station at Latin to be moved to other side of street.

Mr. Johnson makes amended report as follows: "The cost of moving station at Latin will be:

Making fill and extend landing...	\$60.00
Moving and repairing station.....	20.00
Connecting lights	10.00
	\$90.00

In view of expense, and that station does not belong to the company, moreover, as it is more or less the location of a city street, it is not deemed necessary to have station changed at this time.

NEW BUSINESS

Mr. Murphy: That light circuits recently installed between Strawberry Park and Delta are being used with small globes, and it is difficult for trainmen to see them until within a pole length from them, especially at night. Suggests larger globes be used.

Mr. Murphy: That trolley will not ride on sidings at McKinley and Dolance.

Referred to Electrical Dept.

Mr. Murphy: That some of the torpedoes being used at present time do not explode.

Mr. Davis stated that there was some trouble with torpedoes and bad ones were exchanged. Requested trainmen, when possible, to send in remains of a torpedo which fails to explode. If trainmen will use care to put the torpedo on the rail and not on the edge, there will be very few cases where torpedoes fail.

Mr. Murphy: Wire condition at the wig wag at Wilmington Road is bad and trains lose trolley's there very often.

Referred to Electrical Dept.

Mr. Murphy: There is no time table schedule posted at Delta, in regard to Hawthorne cars for Redondo connections.

Suggests that card be posted, also there are no seats there and ladies have to stand.

Referred to Passenger Dept.

Mr. Nesbit: That shelter station be placed at Walton to accommodate passengers waiting for cars.

Mr. Patton stated that it would not be practical. If shelter station was placed at Walton, same would have to be provided for other stations.

Mr. Murphy: That side of station at San Pedro is being used for toilet by sailors. Suggests that light be placed there and left burning all night. Switchman locks toilet at 12 o'clock.

Referred to Electrical Dept.

Mr. Nesbit: That there are too many newsboys at San Pedro Station and difficult for cars to get through. Also, they are very boisterous.

Mr. Davis stated that this is taken up with the City Marshall about once a month, but they cannot do much good.

Referred to Mr. W. L. Rich, Trainmaster, San Pedro, to handle.

Mr. Telegdi: That since new station at East Long Beach has been opened considerable confusion is occasioned by passengers as to where to take the local cars. Local cars used to stop at west side of Anaheim Road. People are now boarding at Anaheim Road, at switch and at the old station. Suggests a sign be placed at new station reading "Take cars here."

Mr. Murphy: That car 834 out of San Pedro, Oct., 17th was not swept.

Referred to Mechanical Dept.

Mr. Murphy: That there are no cab curtains on car 834.

Referred to Mechanical Dept.

Mr. Murphy: That car 872 has flat wheels. Referred to Mechanical Dept.

Mr. Hader: That the Company put into use bad order sheet for trainmen to mark defects on cars.

Mr. Davis stated this is being tried out on San Bernardino Line, and if it works out successfully, will be tried out on Southern Division.

Mr. Hader: That Chicago Railway Company has a traveling motorman, who travels up and down lines and remedies mistakes motormen make. His duty is to see that a motorman running a car operates it in the right way. In this way the men get a lot of pointers that they would not have gotten if referred to Instruction Dept.

Mr. Murphy: That standard cross arm signal, Central Ave., Gardena, broken.

Referred to Engineering Dept.

Mr. Murphy: That wig wag at Wilmington Blvd., between shipyard and half way stop, if I am inbound and other train is outbound, he passes on one track and I pass on the other and he clears road before I do, somehow he shuts that signal off.

Referred to Mr. E. C. Johnson.

Mr. Murphy: That run 61 goes out of Los Angeles with two baby 5's. Seems to be very difficult for this run to make time with baby 5's. He gets his siding at Delano every day and it is difficult for me to make connections at Hermosillo, due to this run being late.

Mr. Nesbit, motorman on run 61, stated that he carries from 103 to 165 passengers. Stated that he could make it with 700's or L-4 cars.

Referred to Chief Dispatcher.

Mr. Nesbit suggested that matter of flat wheels, causes and prevention, be brought up at next trainmen's meeting.

BIG ATTENDANCE URGED AT BENEFIT BALL

ATTENTION is called to the forthcoming Benefit Ball and entertainment for the Pacific Electric Band. The event will be held in the private ball room at the Venice Dancing Pavilion, Thursday evening, November 16th.

To those who attended this event last year the announcement comes as a pleasant remembrance of the happy evening that was enjoyed on the former occasion. In addition to the Lucky Spot Dance, there will be entertainment features, such as vaudeville, souvenirs and refreshments free to all. Transportation will be granted to employes and their dependents and will not be chargeable against the regular monthly allowance. Tickets 50 cents per person.

The funds raised will be entirely devoted to the maintenance of the Band and those able to attend will have a pleasant evening's outing, as well as contribute to a cause which is well worthy of our support.

Mr. Patton requested that trainmen give more attention to detaching of coupons from Steamship tickets from Wilmington to Los Angeles. Recent cases have occurred where trainmen have detached as many as 3 coupons. This causes confusion and criticism by the Steamship Company. Also requires the passenger to pay extra fares and then apply for refund.

Conductor J. L. Telegdi was elected Chairman of the Southern Division Trainmen's meeting for the next three months, Vice Conductor J. I. Mulligan, whose term expired.

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 Oct., 17, in the Assembly Room, Pacific Electric Club, Chairman Wm. M. Muench presiding.

There were present thirteen trainmen, Mr. White and Staff, Mr. Hapgood and Mr. Todd of the Mechanical Department, and Mr. Glancy of the Traffic Department.

UNFINISHED BUSINESS

Suggested that white line be painted across the tracks entering Hill Street Station, at point where new 600-class cars will clear. Completed October 6, 1922.

Drinking fountain at Hill Street Station needs adjustment.

Adjusted Sept. 30, 1922.

Wash basin at Ocean Park has not yet been installed.

Mr. Johnson advises that estimated cost of installing lavatory at Ocean Park Trainmen's room is \$100.00, and on account of the proposed change for carhouse facilities at that point, he would recommend against an expenditure for this facility.

Suggested that gas be supplied for heat instead of stove as in the past at Ocean Park Trainmen's room.

Mr. Johnson advises as follows: "To extend gas line and install gas heater in trainmen's quarters would cost approximately \$60.00. This place is already provided with a chimney and coal stove for heating, and on account of proposed change in the present carhouse site, recommend that matter be held in abeyance."

Drinking fountain as Sherman has not yet been installed.

Mr. Johnson advises "that the matter of drinking fountain for trainmen was taken up sometime ago, and installed in the waiting room at that point, at a location which was selected by the Terminal Foreman. To install a drinking fountain upstairs as now requested, would cost approximately \$40.00, and as the water line serving upstairs facilities extends up outside of building water would be so warm it would be unfit to drink. For this reason recommend against such installation."

That some cars are equipped with springs to prevent signal bells from sticking and that others are not; that all bells should be so equipped.

Mr. Small advises that some types of signal bells require springs while others do not; therefore when any trouble is experienced with bell sticking, same should be reported for repairs.

Track on Third Street line in bad condition; recommended that track be sanded two or three times weekly.

Will be taken care of as recommended.

That on some cars the change-over switches on headlights were not equipped with knobs and that in rainy weather motorman sometimes get "jolted" when separating.

Mr. Small advises that this matter is being checked up and any switches found without knobs will be replaced promptly.

Wanted to know why bells on cab cars could not be placed on outside of cab, thereby allowing cord to hang in straight line and doing away with possibility of same becoming caught.

Mr. Small advises "the reason signal bells are not placed outside of cabs is on account of possibility of motorman failing to hear same thereby creating a hazard of accident. The 1200 class are the only cars having the signal bell placed outside of the cab. This on account of these cars having solid vestibules which permitted an opening to be left over door so that motorman could hear bell distinctly."

That weeds at National Boulevard on

Venice Short Line obstruct the view, out-bound.

This item has been taken care of. That large stones should be placed along the walk between Sunset Stop and Trainmen's Room at Ocean Park to prevent gravel from spreading.

This has been done. Block signals on Venice Short Line burning dim.

Mr. Johnson advises that some old lamps have been changed and all signals were O. K. Oct. 9.

Wanted to know proper place to stop trains at Utah Ave Station.

Notice No. 578 issued to cover. That most conductors seem to be under impression that head conductor of a train of two or more cars was not only in charge of train, but that it was up to him to lower fenders, change the signs, etc. Wanted, notice issued instructing trainmen properly. Notice No. 577 issued to cover.

Wanted to know if conductors are expected to accept school books dated 1921. Said that some had been offered and turned down, passengers claiming agents had told them books were good.

Traffic Department advise that school books dated 1921 are not good for passage on cars, but should have been exchanged at regular ticket offices for books dated 1922. This is information that was undoubtedly given passengers, but they misinterpreted it.

The location of switches in cab cars was such that it is necessary for motorman to leave his controller in order to turn switch. Suggested that these switches be relocated to more convenient position.

Mechanical Department advises that cost of relocating headlight switches in cab cars would not warrant the advantage gained. Therefore, would not recommend any change of same.

Stated that Hill Street Station yard is in bad condition account of grease and oil dripping from cars. Wanted to know if it could be covered with gravel.

Mr. Johnson advises that this yard is cleaned and sanded regularly and foreman states that there has been an unusual amount of oil accumulated during past hot spell which, no doubt, has caused this complaint. The yard at present (Oct. 6, 1922) is in a clean and tidy condition. To fill yard with thin layer of crushed rock would cost in the neighborhood of \$650.00 or \$700.00. Not warranted.

That there is too much trolley rope on 550-class cars. Rope gets down on the ground and becomes covered with oil and grease.

Mechanical Department will give necessary attention.

NEW BUSINESS

Referred to change-over switches in some cab cars. 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 advantages gained.

Referred to Mechanical Department. Suggested that when Maintenance of Way Department is doing paving work in the vicinity of Ocean Park carhouse, the new walk for trainmen between Sunset Station and Trainmen's Room be macadamized.

Referred to Engineering Department. Referred to matter of furnishing Trainmen's Room at Ocean Park with water and gas. Stated that it was understood gas and water companies would bring pipes to property lines, and in that case cost of installing lavatory and heater should not be excessive.

Returned for further investigation. That local cars at 9th and Hill Street sometimes pull across crossover without noticing whether interurban trains are coming. Suggested that notice be issued to trainmen regarding proper procedure at this point.

Notice will be issued. Stated that when some particular thing about a car is reported bad order on sign-off sheet at Sherman, sometimes the same car is received a few days later with same defect.

Mr. Todd stated that an occurrence of this kind should be reported to him or to Superintendent so that fault could be located and remedied. However, he was inclined to believe that this very likely to be a repetition of same trouble, an that all defects reported are given proper attention.

SPAFFORD'S PRIZE



Nine point buck recently shot by Leroy Spafford in middle fork of Kings River.

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

Disposition: Referred to Mechanical Department.

Wanted a schedule showing rate of pay for trainmen posted at Sherman. Many new men are not familiar with rates of pay to which they are entitled for working different runs, single track, interurban, local, waiting time, etc.

This will be done. Wanted to know if arrangement could not be made so that switches in front of Hill Street Station could be operated from the curb. When switchman is stationed at this point, should he be forced to drop switch chain by autoists while car was taking switch, accident could hardly be avoided.

Suggested that plan be worked out for handling cars on No. 2 track in Sherman yards; that many times runs are delayed in getting cars out.

Mr. Todd stated he would be glad to go over the ground with a committee appointed for this purpose. Owing to fact that certain class cars are designated for certain runs, with present limited trackage, it is almost an impossibility to get all cars out without some delays.

Will be looked into. Suggested that notice be reissued relative to limited trains stopping to let passengers off between Vermont Avenue and Vineyard.

Notice will be reissued. Pool table at Sherman has torn cushion and pockets worn out.

Referred to Mr. Stuart. Wanted walk at Ocean Park from trainmen's room down along cut-off track repaired. Stated that many times it is necessary for trainmen to go down this track to get cars, and on account of sand it is very difficult for a trainman to keep a respectable appearance.

Referred to Engineering Department. Wanted a cluster of lights down cut-off track, some distance from trainmen's room at Ocean Park.

Referred to Electrical Dept. Referred to new form of transfer, T. W. 1. Fare from Vermont and Santa Monica Boulevard to Sherman is ten cents. In case passenger gets on car terminating at Crescent, there is no provision on this transfer to carry passenger on Hollywood-Venice line.

Mr. Glancy stated that inasmuch as this was a cash transaction triplex should be issued.

Referred for a cash fare under conditions as stated in Item 515.

Referred to Traffic Dept. to be taken up with the Auditing Dept.

There being no further business, meeting adjourned to the Auditorium for refreshments, 9:30 p.m.

M. B. MORRIS,
Secretary.

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric Club, Oct. 17, Chairman Bartholomew presiding.

There were present the Staff, 15 Trainmen; and Mr. Briggs, Mechanical Department.

As Chairman Bartholomew had served his term of one year, he immediately called for the election of a new chairman. Conductor R. J. Ballinger was unanimously elected, and presided for the balance of the meeting.

NEW BUSINESS

Letters from the Suggestion Box. Conductor A. S. Cooper: That the use of red hat checks and identification checks from PIC be discontinued on account of color rubbing out on Conductor's fingers.

Referred to Mr. H. D. Priest.

Conductor E. R. Smith: Suggest that small tags be placed on all cars, at disposal of conductors and motormen, to note the defects on same. In many cases some part of the car is defective and it is very hard to describe the defects on the sign-off sheets at the terminals. These tags should have wires on them so they can be placed exactly on the particular part needing repairs. Also, should be noted on the sheets the number of tags on the car so the repairmen can look for them. This will save tags when cars are O. K. and eliminate a card or a tag if the car is O. K.

Cards have been placed on the 1200-class cars for test. Will be checked up with Mr. Small to see what the results were.

Conductor W. W. Batten: Suggest that coach keys for 1000 and 1200 cars be made so that the conductor could use one end for unlocking the main lock and the other to be square so that it would fit in the knob of the door to open it.

This would make a very heavy and cumbersome key, but will be checked up to see how many of the cars at the present time have the door knobs removed on the inside.

Conductor Batten: That a slanting top be put on the low jumper boxes, preventing the passengers from sitting on them and blocking steps, as it takes longer to unload passengers and they are liable to get tripped as they step down on the top.

Referred to Mr. Small.

Motorman O. B. Briggs: Suggest there be a car stop sign hung on the span wire in front of the Curio Shop at San Gabriel. Many passengers stand at the curve east of this point and some stand at Ramona Street west of this stop.

Mr. Anderson will be requested to place a stop sign at this point.

Mr. G. M. Quimby: That Division office phone number be printed on the Time Table covers so that trainmen who cannot get in touch with a Company phone can call the dispatcher in case of accident.

Will be done when new covers are printed. Conductor Quimby: That all interurban cars be equipped with a chemical fire extinguisher, placed in a glass covered box.

Under consideration by Central Safety Committee.

Conductor Quimby: That agents selling commutation books, good between points named on covers, should stamp points on the inside of cover also. Would aid the conductor collecting tickets, as about 25 per cent of present commutation ticket books are of this kind.

Referred to Mr. Priest.

Conductor Quimby: That a sign be placed at Glen Arm and South Fair Oaks Avenue reading "Take Short Line Trains for Los Angeles at Railroad Crossing." Sign is needed, as quite a number of passengers

wait at this corner for Los Angeles trains, and when passed up they walk up hill to Raymond Station. As many of these fares are one-way fares, this company loses 3c on each one.

Referred to Mr. Rodenhouse to check up. Motorman J. S. Newman: Suggests that Aliso and San Pedro Streets be made time point for outbound South Pasadena cars. At present time these cars cut out inter-urban trains at this point whose schedule is several minutes ahead of South Pasadena cars at Echandia Jct. On such trips it is impossible to make up the time lost by this delay.

Referred to Mr. F. W. Nichols to make a check at Aliso and San Pedro Sts.

Conductor S. B. Ayers: That cars 421 and 423 have large windows cut in half, as these cars are very hot and standing passengers try to jam in the open end, causing delay.

Referred to Mr. Small. Conductor Ayers: That a safety zone be established in Highland Park, as the danger to passengers from autos is very great, and many passengers now take the yellow car line.

Referred to the Police Department. Conductor C. H. Kilgore: That all the guard rail gate on the interurban cars be closed between Sierra Vista and Valley Jct.

It is considered best to leave them open on account of delaying conductor in getting out to protect train unless the car is overloaded and passengers are liable to fall off.

Conductor R. Powell: That the practice of telling passengers to get off Short Line cars at Arlington Street when bound for Busch Gardens, Pasadena, at 6th and Main, be discontinued, and have them take California Street line going west, which would be as convenient, if not more so, besides bringing more revenue to the Company. Have had several such cases lately. Guide book just issued is possibly the cause of this.

Referred to Mr. Priest.

By Conductor Cochrane: "Since reading the letter directed by Mr. Tonopolsky to the merchants and community leaders, it has occurred to me that this campaign might be extended to all of our patrons. In other places I have seen week-end publications, 2-page pamphlets placed in receptacles along the side of the cars for the convenience of passengers. These pamphlets contain announcements of the theaters and other public entertainments, following the announcement a few jokes, and then a few articles to the public utilities. I do not believe the public patronizes the bus for the sake of the 1c saved, nor because they prefer that mode of travel, but the bus beats us by a minute or two, and they take the first conveyance home. The property owners know that the street cars have made possible the present land values and they fully realize that the elimination of the street cars would be disastrous. A little educational campaigning might bring results. These week-end publications are something that the public looks forward to for the announcements. They will read the full contents for a pastime. If the theaters would support it as advertisers, in a publication of this kind, we could conduct an extensive campaign at a nominal expense."

Referred to Mr. Priest.

Suggestions at the meeting: Conductor P. H. Riordan: Suggests that a white clearance mark about 50 feet long at the northeast corner of First and Main Sts. to keep the autos within these lines, and prevent pinching them when the cars go around corner.

Engineering Department will be requested to get permission to do this from city authorities.

Conductor Bartholomew: That front gates on Short Line cars and Oak Knoll line cars be kept closed on Main Street until they arrive at 6th on account of it being impossible to watch front steps and prevent accidents at all times.

On account of delays in loading and unloading, we were requested to open these gates, and trainmen should use all precaution to see that all passengers are on and off before giving signals.

Conductor Tonopolsky: That racks for protection cans be made larger on account of clasp on can catching and losing fuses and torpedoes when conductor jerks it out in a hurry.

Referred to Central Safety Committee. By Motorman Daniels: That an extra

trolley wheel be placed on all cars on account of the trolley wheel sliding, and it takes less time to change trolley wheel than it does to put in a new pole; cited a case recently where he tried to change wheel and pin was stuck so that it was impossible for him to get it out.

The wheel on the extra pole on each car could be used in case of this kind, and Mr. Small will be requested to see that these pins are lubricated so that they can be removed when a wheel is needed.

By Conductor Sloan: That soap and towels be furnished for use of trainmen on ground floor of the carhouse at Pasadena, at west end of barn.

Mr. Briggs stated that he would furnish paper and soap if the operating department would furnish paper towel rack and soap container.

Conductor Tonopolsky: That overhead frog at Sierra Vista needs repairing, on account of the Oak Knoll outbound losing their trolley at switch, due to trolley riding Alhambra line trolley wire.

Referred to Mr. Anderson. Conductor Ballinger: That landing be built at end of crossover at end of Sierra Vista line, on account of a number of passengers riding to that point and would be more convenient for conductors in changing their trolleys.

Referred to Mr. Priest to see if this can be made a rate point, or extending limits of present Sierra Vista ticket to that point.

Conductor Tonopolsky: Oak Knoll outbound at El Molino have a number of passengers get off at safety stop. Suggest that landing be placed at that point.

Referred to Mr. A. P. Smith, to check and see if there is room for landing.

There being no further business, meeting adjourned at 9:15 P. M.

H. L. Wiggins,
Secretary.

AGENTS ASSOCIATION MEETING

The regular meeting of the Agents' Association was held Oct. 14, in the Assembly Room, Pacific Electric Club. In the absence of the Secretary, G. H. Grace was appointed secretary pro tem.

Chairman Moser called upon Passenger Traffic Manager O. A. Smith. Mr. Smith acknowledged his pleasure in the resumption of the monthly meetings which had been discontinued for two months and stated that passenger business was looking very bright and he complimented the agents for being largely responsible for the showing.

Mr. Smith said he had received many complimentary acknowledgments from patrons as to the careful manner in which rate increases and the necessity thereof had been explained by the agents; much good feeling had been created in consequence.

T. J. Day, Freight Manager, explained that the citrus shipments, due to last winter's freeze, had resulted in a decrease of some \$37,000.00, and due to car shortage we had been unable to handle all the freight shipments offered, which would represent \$15,000.00 in freight charges. Recent reductions in freight rates would mean still further decrease over last year unless more tonnage could be handled.

A Prescription

If you are poor—work.
If you are rich—continue to work.
If you are burdened with seemingly unfair responsibilities—work.
If you are happy—keep right on working. Idleness gives room for doubts and fears.
If disappointments come—work.
If sorrow overwhelms you and loved ones seem not true—work.
If health is threatened—work.
When faith falters and reason fails—just work.—Philadelphia C. of C. Bulletin.

Mr. Day explained that car shortage is a matter of grave concern and every agent should make especial effort to secure prompt loading and unloading and see that empty cars are kept moving; if cannot get attention, call dispatcher or superintendent for action.

We can expect no assistance from steam lines as they are also short of cars in this territory; open top equipment requirements are 50 per cent of being filled and the same shortage exists in other classes.

He referred to recent claim paid for less or freight due to freight house being left open; should keep freight house doors closed always, if trouble is to be avoided.

F. L. Annable, General Superintendent also referred to the car shortage.

Shortage of gondolas here, he pointed out, is due to iron and steel shipments moving west by ships through Panama Canal.

Stated that on some lines three freight trains were moving east to one moving west, all classes of cars.

Our fixed rule that Pacific Electric cars may not be loaded for points off our line is all that saves us from having no cars, he pointed out.

Car Service Agent Maison asked all agents to read Mr. Squires' article, "Car Shortage a Vital Issue," in October Magazine; if agents will live up to that situation will be greatly helped.

We need 300 box cars daily; have orders for 60 gondolas per day for rock, with only 20 or 30 in sight. Of refrigerators and tank cars only furnish about 10 per cent.

Can readily see that every car helps, and hope every agent will realize this fact.

He stated that Agent C. H. Muller recently had 122 flats and released promptly; and agents with but a few cars should have no trouble in handling promptly.

The Chairman then called on Mr. G. F. Squires, Assistant to Freight Traffic Manager who directed attention to a mailgram and 5 cards sent out to each agent for the purpose of securing date from shippers affecting the S. P.-C. P. separation. Agents are expected to give this immediate attention and get the cards returned promptly. A check will be kept on this.

Chairman Moser then called attention to the approaching close of the attendance at meeting contest, only two more meetings left. He suggested that the standing to date of the several divisions be checked up and published in the next issue of the Magazine, and would ask the Secretary to arrange.

He also referred to the date of the next agents' meeting, November 11th, which falls on "Armistice Day," observed as a holiday, and though it might be well to change the date to one week later. A motion unanimously carried that the date of the next meeting be set for November 18th.

Mr. Billhardt asked that agents give him any information as to foot ball games scheduled for Thanksgiving Day, said he had received information on 15 games, but thought there might be others.

Mr. Smith referred to recent changes in Passenger Traffic Department, Mr. Marler now being in charge of the department, as he himself expected to be out on the line a considerable part of the time. Therefore, call Mr. Marler when in need of assistance.

Mr. A. E. Riley, of Hollywood, suggested Mt. Lowe. Mr. O. A. Smith agreed that now would be a convenient time to take care of them at the Tavern.

Mr. C. L. Smith, of Azusa, moved that the entertainment committee name the date and place. The motion carried.

Mr. Squires stated that E. H. Sharpe of the entertainment committee, not now available to serve; thought another member should be selected. The chairman thereupon appointed Mr. E. C. Thomas, of the Vice-President's office, to serve on the Committee.

Mr. Day called attention to the necessity of more accuracy in demurrage records; the Demurrage Bureau will have field men checking cars and agents must be sure to report all cars daily, preferably at 7 a.m.

Phone notices to shippers of arrival of carloads must be confirmed by postal card. Demurrage rules must be lived up to and impartially enforced; be sure your records are accurate, then collect the bills; if shipper objects he may file a protest, but the bill must be presented for accrued demurrage.

There being no further business before the meeting, adjourned at 9:15 P.M.

G. H. GRACE,
Secretary Pro tem.

PRESS SUPPORTS S. P. STAND ON UNMERGER QUESTION

Editorial expression of the press of the Pacific Coast show that editors are fully aware of the tremendous upheaval that would result in transportation service were the lines of the Central Pacific and Southern Pacific separated into single units. A very large percentage have editorially voiced their sentiments against the proposed unmerger of these lines and the arguments advanced indicate, as shown by the sound logic is the following editorial recently appearing in the Hemet News, that more than passing thought has been given to transportation problems:

"In the Southern Pacific-Central Pacific unmerger order the people of the Pacific coast are not so much concerned with who possesses the Central Pacific as they are with what effect on transportation service will follow from separation of the two roads.

"It is generally urged by the public that the present arrangement is satisfactory and the consensus of opinion is that no good, but probably a great deal of harm, can follow from tearing the Southern Pacific to pieces.

"Shippers express the fear, and there seems to be good reason for it, that the numerous additional interchange points, necessary to deal with two railroads instead of one in ordering cars, affecting settlement of damage

claims and kindred transactions— vexations to shippers under the best conditions—that would result from separation of the Central from the Southern is bound to impair the service if not ultimately result in rate increases.

"Separating the Central Pacific and Southern Pacific would theoretically create two roads, but it would not build a new mile of track, nor open up a new foot of country, nor give the competition of two railroad systems.

"No one knows who would get the Central Pacific if it was sold. Neither can anyone know what character of service, or rates could be furnished by the Central Pacific operating alone or in conjunction with some other road.

"When the question is disposed of before the interstate commerce commission it will be settled for a long time, so now is the time to consider it and act wisely. How it is settled may be of the gravest concern to the Pacific coast. We know what we have now, but we do not know nor can we well foresee what we shall have if the present Southern Pacific system is broken up."

Negro Rookie: "I lak to have a new pair of shoes, suh!"

Sergeant: "Are your shoes worn out?"

"Worn out? Man, the bottoms of mah shoes are so thin Ah can step on a dime an' tell whether its heads or tails!"

STEAM ROADS MUST USE AUTOMATIC CONTROL

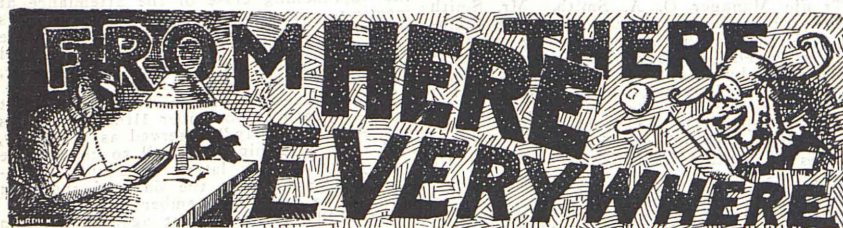
Final orders were issued recently by the Interstate Commerce Commission to 49 of the principal railroads of the country to establish automatic train control devices on 5,000 miles of their lines before January 1, 1925. The Commission declared the art of automatically controlling trains "has long since passed the experimental stages."

On January 10 the Commission served notice on the railroads that it intended to require the installation of automatic train-control devices along stated portions of their lines unless managements could demonstrate that the policy was undesirable.

The Commission in deciding the issue held that devices for the purpose of stopping trains entirely or controlling them when they entered danger zones had been shown to be practicable and economic. An incidental estimate was made that equipping a single-track road and necessary rolling stock for automatic control under one type of device would cost about \$1500 per mile.

A girl's summer wardrobe should include several bathing suits and at least one suit for bathing.—Life.

The man that is fired with enthusiasm is seldom fired by the boss.—Exchange.



I AM NOT bound to Win, but I am bound to be True. I am not bound to succeed, but I am bound to live up to what light I have. I must stand by anybody that stands right—stand with him while he is right and part with him when he goes wrong.—Abraham Lincoln.

If the new days brings difficult things to do take up first the hardest or the most disagreeable. With that out of the way all the others seem to be easier.

The longer we delay to do the difficult thing the harder it seems to be to make up our minds to get at it. The fact that you conquered yourself to undertake the job you disliked the most seems to give you added strength to do all the rest better and more quickly than you expected.

—John Wanamaker.

How many of us know how to receive criticism in such a way as to disarm the critic? Here is a hint that may help in time of stress or distress. No alibi, no excuse, no sharp retort, no "back talk"—the simple

words, "I'm sorry" will do more to settle the difficulty on the spot, whether you are in the right or in the wrong, than anything else. When a passenger has been carried by his stop and is peeved about it, "I'm sorry" will quiet his complaint and gain for the conductor the respect of his patrons. When, as sometimes happens, a circuit is broken on the telephone, "I'm sorry" from the operator is far better than a rush of re-partee. Try this in any situation where you meet dissatisfaction and see how well it works.

Success

That man is a success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who never lacked appreciation of earth's beauty or failed to express it; who always looked for the best in others and given the best he had; whose memory is

a benediction.—Robert Louis Stevenson.

A Boy's Point of View

There's no accounting for girls.

To the tree climber belong the apples.

Of all sad words of tongue or pen, the saddest are these: "I gotta stay home today, fellows."

Whom mother would make mad she makes tend the baby.

Life is one whipping after another.

Roof climbing offers a multitude of thrills.

It's a long month that has the circus at the end.

A haunted house is a thrill forever.

'Tis better to have seen a baseball game through a knot hole than never to have seen it at all.

A watcher's place is under the sofa.

Perpetual penny-saving is the price of a pitcher's mitt.

It's always fierce weather when a fellow and a dentist get together.

Luxury, thy name is going barefoot!

There's no place like the gang's cave.

Castor oil casts its terrors before it.

Blots will happen in the best of letters.

Aunts will be kissers.

In uncles there is money.

They who laugh least at your remarks in company are your folks.

All the world scolds a boy.

Easy lies the head that rests in mother's arms.—Edmund J. Kieter in New York Sun.

THE MAN BEHIND THE SMILE

I don't know how he is on creeds,
I never heard him say;
But he's got a smile that fits his face
And he wears it every day.

If things go wrong, he won't complain,
Just tries to see the joke;
He's always finding little ways
Of helping other folk.

He sees the good in everyone,
Their faults he never mentions;
He has a lot of confidence
In people's good intentions.

You soon forget what ails you
When you happen 'round this man.
He can cure a case of hypo
Quicker than the doctor can.

No matter if the sky is gray,
You get his point of view,
And the clouds begin to scatter
And the sun comes breaking through.

You'll know him if you meet him.
And you'll find it worth your while
To cultivate the friendship of
The "Man Behind the Smile."
—Masonic Monthly.

And after all, men are, in a sense,
merchandise. No matter who, or
what, or where we are, every day
our lives we must "sell" ourselves to
somebody. We must make other hu-
man beings believe in us—in our char-
acter, our integrity, our ability. And

the first rule of successful salesman-
ship is—know your merchandise, and
believe in it with all your heart, soul,
and gizzard. Unless you believe in
YOU, how can you expect anyone
else to do so?—Maxwell Droke in
Crew Levick News.

Force of Habit

As Mrs. Atkinson was coming
down her front steps one morning,
she tripped and tumbled head-first.
She landed at the feet of a kind heart-
ed gentleman, who, leaning over to
assist her, asked solicitously:
"Did you fall, my dear madam?"
"Oh, no indeed; I always come out
of the house this way," she retorted
acidly.—Exchange.

The Modern Dance

Flapper: No, I can't step this one
with you. I'm too danced out.
Gallant Partner: Naw! Y'ain't so
damned stout. You're just nice and
plump.

The idea that "the longest way
'round is the shortest way home" is
said to have been invented by a taxi-
cab driver.

A Quiz

(With Apologies to Mr. Edison)
How long is a piece of string?
Are guinea hens born in Italy?
Where does night go at daybreak?
Why has a potato eyes?
Where does your lap go when you
stand up?
Why has a comb teeth?
Where does the light go when you
put out the gas?
How high is up?
Why has corn ears?
Why has a brush hair?
Why is paris green?
Why is a circle round?
Where is nowhere?
How much does the subway?
Why is water wet?
Why has a pickle warts?—Joe
Schneider in Brooklyn Eagle.

"The truth is that in human service
there is no low or high degree. the
woman who scrubs is as worthy of
respect as the man who preaches."—
Elbert Hubbard.

Setbacks stiffen your backbone if it's
made of the right stuff.

Distinctive Ambulance Service

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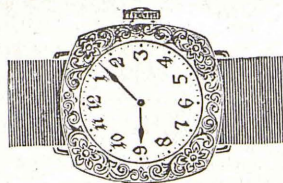
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Los Angeles

CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
 OF LOS ANGELES

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

ASSETS

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

LIABILITIES

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

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief. (Signed) V. H. ROSSETTI, Cashier
 Correct, Attest: H. M. Wheeler, L. S. Nordlinger, C. A. Ducommun

THE FARMERS & MERCHANTS NATIONAL BANK
 OF LOS ANGELES
 Corner of Fourth and Main Streets

OFFICERS

J. A. GRAVES
 President

T. E. NEWLIN Vice-President	E. L. POWELL Assistant Cashier
H. F. STEWART Vice-President	C. L. HOGAN Assistant Cashier
V. H. ROSSETTI Vice-President-Cashier	E. MADER Assistant Cashier
J. M. HUTCHINSON Assistant Cashier	FRED S. HILPERT Assistant Cashier
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