



The Pacific Electric MAGAZINE

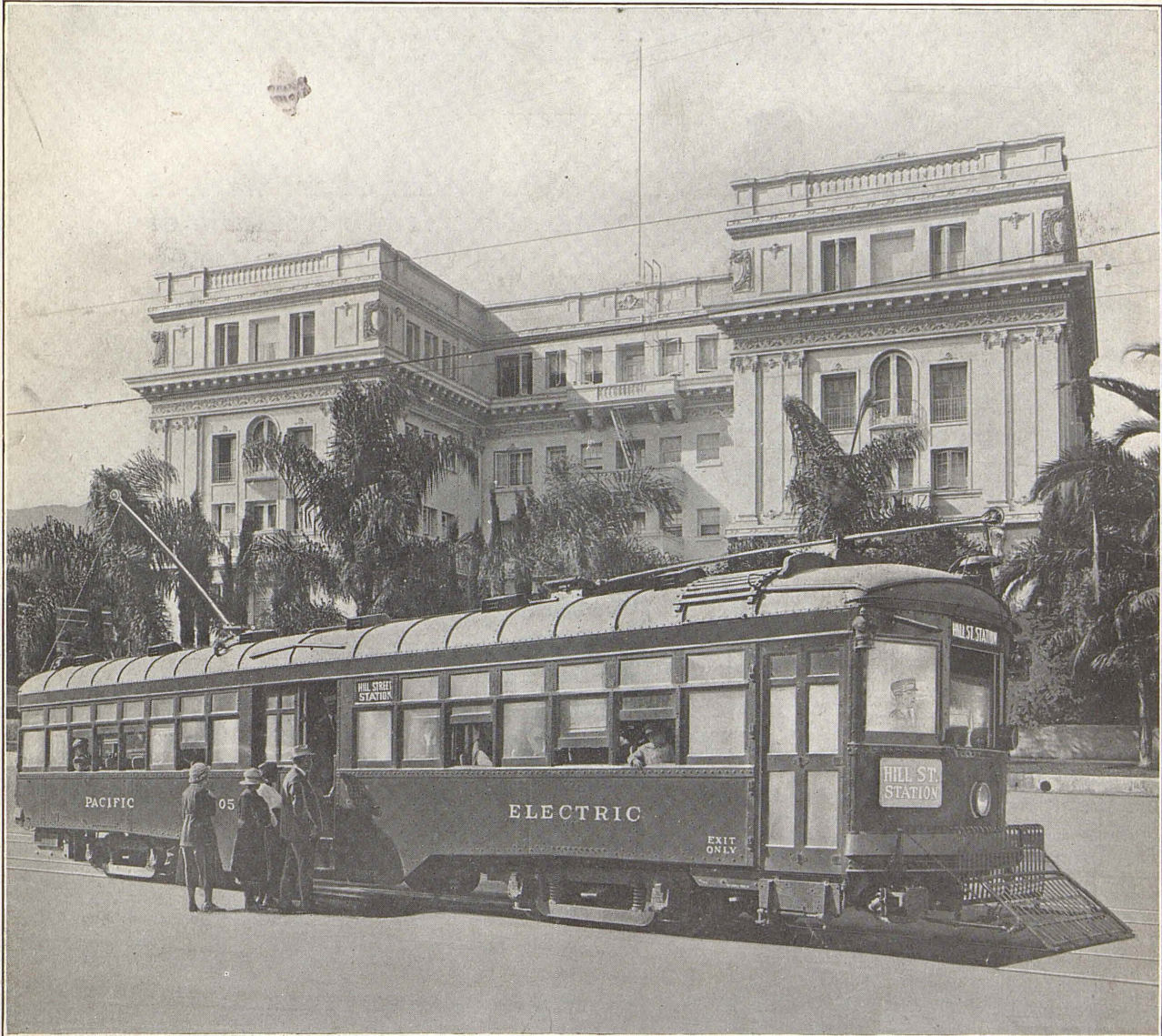


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., OCTOBER 10, 1922

No. 5



New Hollywood Cars In Service

THE first shipment of Hollywood cars was placed in service early last month and from all reports are meeting with the entire approval and satisfaction of our Hollywood patrons. Fifty of these cars were ordered, representing an investment of \$900,000. They are being delivered at the rate of five weekly and fitted for service immediately.

This equipment was designed practically in its entirety by officials of this Company and in many ways is a departure from standard styles of other electric railways. Among the prominent features of the new cars are:

Seating capacity 65 passengers, as against 40 to 44 in present cars.

Length, 52 feet 7 inches, approximately 12 feet longer than cars now in service.

The aisles are 36 inches wide, making for comfort of patrons during peak hour travel.

Center and end exits, together with but two steps to floor level of car, facilitate greatly the loading and unloading of passengers.

Improved automatic door-opening mechanism.

That our new cars have created widespread interest is evidenced by the fact that many electric railway executives requested that one of the cars be placed on exhibition at the American Electric Railway Association's convention at Chicago. Mr. Pontius approved the request and one car was shipped to Chicago in advance of the opening date of the Convention.

Some Facts We Should Know And Talk About

WE WHO ARE engaged in the important work of rendering transportation service to residents of Southern California know the extreme usefulness of the Pacific Electric to this section of the State. In addition to supplying a safe, rapid and efficient passenger and freight service to the people of four counties served by our lines the operation of Pacific Electric service contributes in a large measure to the general welfare and prosperity.

For instance —

The Pacific Electric employs at the present time more than 6,000 persons.

Its pay roll for 1922 will exceed \$9,000,000.

Purchase of materials and supplies from local merchants for 1922 will approximate \$2,000,000.

State taxes alone for the year will approximate \$850,000.

By reason of the service rendered, millions of dollars have been added to realty values of this section.

The foregoing are only a few of the many reasons why Pacific Electric service is of vital importance to the present and future greatness of Southern California.

The good will and support of our patrons, which we enjoy in such generous proportion, will be further increased by a discussion of these facts whenever the opportunity affords. Moreover, the public's good will is helpful, not only to the Company, but to ourselves as well.

The Value of Individual Thought and Action

'Develop and Keep Alive Your Creative Power' Is Keynote of President Shoup's Message via Radio to Young America

The following message was given by Mr. Shoup to "Young America" over the Los Angeles Times Radio on August 8th. While it has been previously published in some of the other periodicals, it is too vital and of such worth in the interest of "Young America" we feel our Magazine files would be incomplete without its reproduction.—Editor.

THE Times asks me to speak tonight to Young America; and when I ask my editorial friend along what line, he answers: "Any line, be it a straight line and to a conclusion."

"Be it a straight line and to a conclusion;" a good rule for all of us in thinking, speaking and writing, to the end of a great saving in time and effort. There would be no trouble then with the telephone service; typewriters would not be worked overtime; and the United States Senate every year could have its needed vacation.

You, Young Americans, have great problems to deal with, chiefly because your world is both much larger and much smaller than that of preceding generations; larger for the unknown recesses of the world have been explored and you command both earth and air; smaller because on land and sea and in air the means of communication have been wonderfully improved so that now all men are neighbors and their relationship closer and more complex. Puck in Midsummer's Night Dream, you will remember, in his fancy, reached the ultimate in proposing to put a girdle around the earth in forty minutes; now it is actually compassed in about the time it takes to tell it, and we think nothing of it.

Success Depends Upon Efforts

You have a great heritage to deal with; the course of civilization will depend largely upon how you deal with it. Some lessons are very plain. The scientific achievements of this era have demonstrated that, for they have all been born of individual constructive effort. Every high sign of progress in our day, and for that matter of every preceding time, has been created by individual constructive thought and work that knew no limit in time or toil.

One man may be worth to the world a million of his fellowmen. How indeed in units of men shall we determine the value of those who step by step found the way to turn night into day by the electric light; harness the falling waters of high mountains to make spin the wheels of industry five hundred miles away; or gave immortality to the music of the human voice; or transformed the air into an Alladin's Carpet upon which we may ride; gave to each householder his own transportation system; and to



Paul Shoup, President

night makes it possible for us to meet though a thousand miles apart. Guard well then you Young Americans, this freedom of individual thought and individual action in which all progress has originated. Let every young American have the chance to grow, remembering that development comes from within and not without. Mankind cannot think collectively, cannot indeed act collectively except under the stimulus in the beginning of individual thought, and your chief care must be to keep alive this creative individual thought and action and keep open the pathways of achievement.

Who Is Worth Most?

For there is an old dogma abroad in the land, very much alive though in a different dress, which carries the thought that the division and not the creation of things worthwhile is the chief end of mankind, and that the world is our debtor and our chief business here is to collect the debt with interest, it being forgotten that in all history those have been found to be most worthwhile who out of themselves gave most to the world. Under this dogma all the old maxims as to industry, thrift, self-reliance, independence, so true that they are commonplace, have been discarded, and yet more than ever with all the world near-neighbors, these elements in character are necessary.

And that individuality so necessary in our material progress is not less worthwhile morally and intellectually. All of us must sit in judgment on our own thoughts and acts, and if we cannot square them with ourselves,

the world cannot square them for us. Polonius puts it much better in his advice to young Laertes:

"This above all; to thine own self be true,
And it will follow, as the night the day,
Thou canst not then be false to any man."

After all, the scars upon character are self-inflicted.

Hold to Sentiment

One thing more I hope you young Americans will guard in this material age. In all these new activities of earth and air, do not let sentiment disappear. Do not forget that the falling streams make music as well as power, and flow as a poem flows to the sea. And that romance rides in the air. And that which the radio carries is much more important than the radio itself. And when all is said and done, a world without love and affection is no world at all.

I hope among the good books you read this year, will be Benjamin Franklin's autobiography, Samuel Smiles' "Self Help" and Professor William Graham Sumner's small classic "What Social Classes Owe to Each Other." And finally I should like to send to every young American within the sound of my voice who will send me word at 65 Market Street, San Francisco, a poem by Rudyard Kipling, and a copy of an old Will which will tell you better than I can something of what I have in mind.

ATTEND A.E.R.A. CONVENTION

The annual convention of the American Electric Railway Association, held in Chicago early this month, was attended by Messrs. Pontius, Annable and Thomas, as representatives of the Pacific Electric. Mr. Pontius was scheduled to deliver one of the principal addresses.

This Association is a national organization having for its purpose the advancement of the electric railway industry and practically all electric lines in the United States are members and participate actively in the work of the organization. At the yearly conventions varied subjects are covered in addresses by officials and much valuable information is gathered through the discussion of common problems.

At the close of the Convention Mr. Pontius intended to make a short visit to New York. Mr. Annable and Mr. Thomas are scheduled to return about the 10th inst.

The man at the top is usually the one who has been in the habit of going to the bottom of things.—Exchange.

Need of Accident Witnesses

Lack of Witnesses Handicaps Company in Combatting Unfair Damage Claims

FROM April to August of this year records of witnesses to accidents obtained by Trainmen showed a gratifying increase. In many instances the information secured from witnesses was helpful, not only to the Company in protection against unfair damage claims, but to trainmen in determining the real cause of accidents.

Trainmen of the Northern Division during September made the best showing in securing witnesses made by this division to date this year, an average of 5.3 names per accident being secured. However, records for both the Southern and Western Divisions for September fell considerably below records of previous months, indicating that trainmen on these divisions are becoming lax in this important matter.

How and Why

Right here, a recent appeal to trainmen in securing accident witnesses made by our Claim Agent, Mr. S. A. Bishop, is well worth repeating and for obvious reasons the co-operation he asks should be forthcoming: Mr. Bishop's statement in part follows:

"You should, in your own interest meet this obligation for yourself and your Company by fully discharging this very important duty.

"An earnest effort should be made by both members of every train-crew to obtain the names of all witnesses to an accident; those upon the street as well as passengers on the car.

"Do not debate the responsibility of an accident either with the injured party or with witnesses. Be courteous and polite, ever remembering that each witness who furnishes his name and address is doing you and this Company a substantial favor and is sometimes greatly inconvenienced and discommoded in testifying in court, at inquests and other investigations. Our accident reports taken over the whole

system carry an average below what should be secured. We should make a much better showing, and I am hoping that you men will renew your efforts and thereby enable this Department to readily and conclusively prove that the responsibility for most accidents rest with the injured party, as is the case.

Value of Witnesses

"On occasions we have been convinced of this fact, and yet greatly embarrassed and at a disadvantage to prove it, because of having too few witnesses or none at all.

"Lend your assistance and help us out as you should, and as I am going to believe you will."

The tabulation following shows the number of accidents and witnesses to accidents during the month of September, and also the records of all divisions from February to September, 1922:

September, 1922:		
Division	No. of Accidents	Average No. of Witnesses per Accident
Northern	149	5.3
Southern	167	4.4
Western	203	4.2
System	519	4.6

February-September, 1922:				
Division	Feb.	Mch.	Apr.	May
Northern	3.4	4.0	4.1	4.8
Southern	2.8	3.3	4.0	4.2
Western	3.6	3.6	4.4	4.4
System	3.3	3.6	4.2	4.5

June July Aug. Sep.				
Division	June	July	Aug.	Sep.
Northern	4.1	4.8	4.5	5.3
Southern	5.4	5.4	4.9	4.4
Western	4.5	4.8	5.2	4.2
System	4.7	5.0	4.9	4.6

COMPARISON OF ACCIDENTS DURING AUG., 1922

	1922	1921	1922	1921	1922	1921
Interferences with vehicles	120	100	123	99	172	14
Collisions and interferences with cars	6	5	14	11	8	7
Persons struck by cars	6	3	4	5	9	4
Derailments	7	12	24	23	12	10
On and off moving cars	14	19	27	16	32	28
Miscellaneous	22	23	59	34	28	37
Total	175	162	251	188	261	228
Interference with vehicles	415	341	21.7%	Increase		
Collisions and interferences with cars	28	23	21.7%	Increase		
Persons struck by cars	19	12	58.3%	Increase		
Derailments	43	45	4.4%	Decrease		
On and off moving cars	73	63	15.9%	Increase		
Miscellaneous	109	94	16.0%	Increase		
Total	687	578	18.9%	Increase		

STUPENDOUS COST OF "GOOD LUCK" LETTER SHOWN

The St. Louis Dispatch recently carried an article showing the cost in dollars and cents of the "Good Luck" chain letter, which many of us have received recently. The person who started this was either carrying out a deep-laid scheme, or had little conception of what the cost of this chain would amount to when carried out. Here is the letter:

"Good Luck! Copy this and send it to nine (9) friends whom you wish good luck. This chain, started by an American officer, should go three times around the world. Do not break this chain, for whoever does, will have bad luck. Do it within 23 hours, and before nine days you will have some great good fortune. 'Remember, if you believe it, it's so.' Keep the ball rolling."

Accompanying letter is a list of names amounting to 30 to 40 in this particular chain.

Some mathematician, with plenty of time on his hands, figured out how the letters would multiply. The figures for the first ten sets are:

1st set of letters	9
2nd set of letters	81
3rd set of letters	729
4th set of letters	6,561
5th set of letters	59,049
6th set of letters	531,441
7th set of letters	4,782,969
8th set of letters	43,046,721
9th set of letters	387,420,489
10th set of letters	3,486,784,401

For 18 sets of letters a total of 168,856,464,709,124,100 letters would result.

Reducing this to costs, 2 cents postage and 1/2 cent for stationery, to say nothing of time spent in writing the letter, the total cost, in carrying out the chain to the eighteenth in the series, amounts to:

Postage	\$3,377,129,194,182,482.00
Stationery	844,282,323,545,620.50

Total \$4,221,411,617,728.102.50

This inconceivable amount will have been reached at completion of the eighteenth series of letters.

To express the amount for the thirty-sixth series would be beyond conventional modes of expression.

FIRST EXTENSION SINCE WAR

Announcement was recently made by Vice-President Pontius that application had been made to the Railroad Commission for authority to extend the Monrovia-Glendora line from Glendora to a connection with the San Bernardino line near San Dimas.

This is the first instance of line development since the construction of the Fullerton line from Laon Junction.

Right of way for the new extension was purchased before the war, but conditions of which we have all been aware, prevented its building.

The new line will shorten materially the travel from Pasadena, Sierra Madre, Arcadia, Monrovia, Azusa and Glendora to Pomona and points east.

JOY REIGNS AT ANNUAL OUTING TO P. E. CAMP



By MISS LOLA McELROY
MECHANICAL DEPARTMENT

WHERE have we been? Why we've been up to our Pacific Electric Camp near Arrowhead on that Annual Week-End Trip that we've been looking forward to for such a long time.

You know they informed us on the circular that the train left at 1:30 p. m. Saturday, Sept. 23, 1922. Well it looked like the most of us planned to get there exactly at 1:30.

The train left on time and we were soon sailing through the foothills, orange groves and through the vineyards on to San Bernardino. The buses were there ready for us and we all climbed in—wasn't that service? And then they took pictures.

"When Do We Eat"

We all enjoyed the trip through the mountains and when we got to Camp we were terribly hungry, and I heard someone say "When do we eat?" and another, "I'm so hungry I could eat a Bear." The Worleys had such a good meal ready for us Bears were perfectly safe.

After dinner Mr. Worley built the camp fire outside and it was more fun to watch those burning embers crackle in that cool, clear evening air. We sat around the fire for a long time until the orchestra struck up a tune that made it quite impossible to remain there any longer, so we soon

found our way into the dance hall, which was a short time before our dining hall, and which was on Sunday our Social Hall.

There was dancing and games the remainder of the evening, and Oh—such fun. Jericho, Jerusalem and Buzz, how oft I heard those words the next day. Guess you can well imagine they must have something to do with the games we played. It was only somewhere near twelve bells when we hit the hay.

Sunday morning found some had risen quite early while others were seen around noontime, but I'm quite sure everyone was up in time for a good feed that morning. Ham, bacon, eggs, fried potatoes, prunes, cantaloup, coffee and everything. What could be better than more of it?

At eleven we again got into the buses and they took us to Lake Arrowhead and drove clear around it. Such a delightful ride with the lake in full view most of the time. I was more than astonished to see all the improvements at the Lake and was so delighted to know that our Pacific Electric Vacation Camp is so well located near such a wonderful resort.

At 12:00 they took us back to Camp in time for luncheon and after luncheon we had the whole afternoon to loaf around in. Some played

horseshoe, croquet, base ball, cards, while others read, listened to the Radio, lounged around in the hammocks and went swimming. There was something there for everybody.

In the early evening some were still ambitious enough to climb to the top of the mountains to see the glorious sunset over the lake, in the valleys and behind the hills, and the exquisite colors that were there seen are indescribable. Did you know Mistletoe grew around our Camp—Oh—yes, and Jew Trees too, You know the pine trees with "Cohens' on them.

6:00 o'clock was another delightful meal time and how we did eat it. (Ice cream and cake "n everything.")

Many Improvements

After that we soon left feeling happy and proud of our Camp. There have been many improvements in the last two years. Just think of having a lovely lawn bordered by rocks, a nice cement work for our Camp fire to prevent any fire hazard, and a plot of ground devoted for croquet and a drinking fountain with water flowing into it constantly from a mountain stream.

Through the dusky evening, with the stars shining brightly overhead, we wound our way through hills and valleys down to San Bernardino where we found a comfortable car waiting

for our speedy and safe return to Los Angeles. Now don't you think we had lots of fun and aren't you sorry you didn't go?

A total of 59 employes and their families attended the annual P. E. Club outing held at our Camp on Sept. 23 and 24th. Those in attendance were:

Mr. and Mrs. R. P. Koehler, Gladys Winter, Madge McElroy, Beulah Bever, Mr. and Mrs. Earle Moyer, Margaret Painter, Lena Gill, Eleanor Reinmuth, Rose Galeppi, Elizabeth Cammack, I. M. Cammack, Al Hunter, Clifford Manley, Val Reinmuth, W. J. Drake, Mrs. W. J. Drake, Wm. Standigel and Mrs Standigel, Walter Burgess, Mary Ormon, Julia Landusky, Robert Cole, W. E. Stewart, Melvin Armstrong, John H. Keber, Vincent Viellenave, E. E. Christopher, Chas. Kingsinger, Bert J. Rice, Fred F. Vanasek, William Cole, F. A. Cole, Ray O. Elmore, Fred Stanley, Wm. J. McDonald, V. M. Bates, S. A. Whiting, Rose Straub, Lola C. McElroy, Jacob DeRos, John Swetkovich, E. J. Myers, Goldie Franson, Goodie Franson, Mary Kelly, Michael Kelly, John Kelly, Chas. Lucera, D. J. Finley, H. J. Fulton, Mrs W. J. McDonald, Miss Florence McDonald, David E. Metcalf, S. L. McCarthy, S. J. Hayball and Ralph C. Cole.

WHO OWNS RAILROADS?

The New York Life Insurance Company in its balance sheet of January 1, 1921, shows total assets of \$966,664,379.19.

Of this total, \$343,293,117.07 represents railroad bonds; \$161,796,225.60 represents loans on mortgages; \$147,499,247.07 represents loans on policies; \$141,539,552.50 represents government, state, county and municipal bonds, and \$109,722,115.37 represents Liberty bonds and Victory notes.

In other words, more than one-third of the assets it holds to secure its hundreds of thousands of policy holders a safe and sure return for the money they have invested in life insurance is represented by railroad bonds.

Other insurance and banking institutions hold proportionately large amounts of railroad and public utility bonds in secure funds held in trust by them on behalf of their policy holders or depositors.

Thus are the savings of practically every citizen in the United States invested to some extent in our great railroad and public utility enterprises.

—Exchange.

AMBITION

"You will never get anywhere unless you have higher ideals than this," preached the woman to whose door the tramp had applied for assistance. "Are you really content to spend your life walking around the country begging?"

"No, lady," answered Weary Willie. "Many's the time I've wished I had an auto."—The American Legion Weekly.

THROUGH THE CAR WINDOW

Little Observations by "The Man"

Who Rides Often

THERE is no position so humble that the man in it will be disregarded by the Company, and there is no position so important that the man in it can disregard the Company.

Look out for the man who forgets the Company.

Here is one that is worth while; a passenger on the train this morning said to me. "I realize that the railroad companies are continually receiving complaints about the faults of their trainmen, and they are often blamed by the public for things for which they are not responsible. I think it no more than justice to my fellowmen to speak a word of praise for the good deeds performed in their line of work. It is certainly a pleasure to ride with conductor 2578 (Mr. J. S. Carpenter, of the Western Division), whose passenger I have been every day for the last month or six weeks. The willingness with which he goes about his work, ever attentive to his duties, always watching for an opportunity to accommodate, assisting the ladies on and off the car, carrying heavy bundles in and out, keeps his passengers in good humor, as well as himself. I will ride with him whenever I can and I notice others are doing the same."

Mr. Carpenter is to be congratulated; he is a good man for the company; he is looking for a chance to accommodate our patrons; he keeps them satisfied; he earns, and gets, their praise; he attracts business, and holds it. Last, but not least, he is a real gentleman. Thank you, Mr. Carpenter, for your good work.

Sometimes you run across a trainman, or a ticket clerk, or some other employe whose duties take him into contact with the public, who is too free with his mouth; possibly thinks he is a comedian, and endeavors to amuse people within sight or hearing. Some patron acts awkwardly, or asks a question which sounds foolish to Mr. Wise Man. Although the question, or act, appears to the patron to be necessary and quite in place, he may be treated as a joke. Don't forget that to ridicule honest purpose is ignorance, and be sure to remember that on your first days on the job you were probably considerable of a joke yourself. You were treated with courtesy and consideration at that time; just extend that courtesy to others along the way. It will pay.

Here is some of the latest, from Tokio, which is extracted from a bulletin put out by the Central Police Station in that city. Possibly it will appeal to Mr. Motorman.

"At the rise of the hand of the policeman stop rapidly.

"Do not pass him by or you otherwise disrespect him.

"When a passenger of the foot hoves in sight tootle the horn; trumpet at him melodiously at first, but if he still obstacles your passage tootle him with vigor and express by words of mouth the warning, 'hi, hi.'

"Beware the wandering horse that he shall not take fright as you pass by him. Do not explode an exhaust box at him. Go soothingly by.

"Give space to the festive dog that shall sport in the roadway.

"Avoid the entanglement of a dog with your wheel spokes.

"Go soothingly on the grease mud as there lurks the speed demons.

"Press the brake of the foot as you roll around the corner to save collapse and tie up."

When we see a man scratch matches on a company desk, or the walls of the company building, or the varnish of the company cars, we wonder if that is the way he does at home. Also, if he spits in a corner at the office, or on a car, is it fair to assume that he spits on the floor at home? You bet not. His better half would show him where to head in. No doubt he is ashamed of himself, but he simply has to show his independence somehow. Oh, yes, we sure are proud to be a man—sometimes.

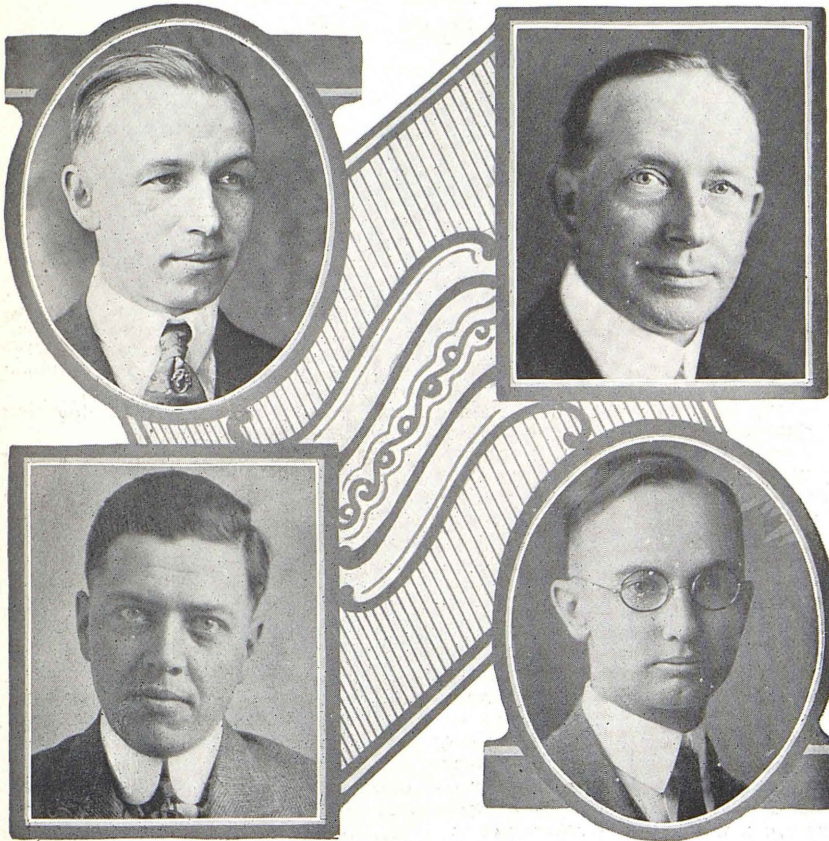
SALE OF WEEKLY PASSES

During the past month our Company has been trying out a weekly pass plan for the local lines of Pomona and Riverside, such as has been tried more or less successfully on a few Eastern roads. The plan providing for the sale of "weekly passes" for local lines at the rate of \$1 per week, the purchaser being privileged to use his pass as often as desired during the seven day period on local lines and without restriction as to individual use.

So far, the results have been very disappointing, the number of persons in the cities named being very small in number who availed themselves of this really wonderful transportation privilege. It may be that when the idea becomes better known in the communities, the demand will be greater, but present indications are that its discontinuance will be found necessary.

Bolshevism isn't new. It's only another name for the fellow who cut off his nose to spite his face.—Exchange.

ADVANCED TO LARGER FIELDS



Edw. H. Sharpe, upper left; E. C. Thomas, upper right; F. E. Billhardt, lower left; Geo. H. Blyth, lower right.

THE RESIGNATION of Mr. Edw. H. Sharpe, Special Representative of the Executive Department was announced early this month. Mr. Sharpe will in the future be connected with the Shippers Committee Against Dismemberment of the Southern Pacific-Central Pacific Systems, having been selected by that Committee to assist in putting before the public matters pertaining to this important issue. The Shippers Committee Against Dismemberment is a body of public spirited shippers who are cognizant and alarmed at the results that would ensue should the unmerger of these great systems be carried out. This Committee is waging an active and independent campaign against the proposed measure. The selection of Mr. Sharpe by the Shippers Committee for this important work is a recognition of his qualifications which advanced him to the important post he held with this Company.

The resignation of Mr. Sharpe resulted in several departmental changes and in pursuance of the policy of the Company, vacancies created were filled by employes now in the ranks who have proven their worth through years of earnest effort.

Mr. E. C. Thomas, General Agent of the Passenger Department, has been

transferred to the Executive Department to assume the duties formerly handled by Mr. Sharpe. Mr. Thomas has an enviable service record of many years and has heretofore been in charge of advertising.

Mr. Geo. H. Blyth, Chief Clerk of the Passenger Department, was selected to fill the important post vacated by Mr. Thomas and will henceforth be our Advertising Manager.

Mr. R. L. Brainard, Ticket Agent of the Main and Hill Street Stations, assumes the position of Chief Clerk vacated by Mr. Blyth, and Mr. Henry Eggert, formerly Ass't. Ticket Agent, has been promoted to the vacancy created by the advancement of Mr. Brainard.

Mr. H. O. Marler, Assistant to the Passenger Traffic Manager, has heretofore handled principally matters pertaining to solicitation, special movements, etc. Mr. Marler now assumes jurisdiction of the Passenger Traffic Department under the Passenger Traffic Manager, Mr. O. A. Smith.

Mr. F. E. Billhardt, Chief Traveling Passenger Agent, has been promoted to General Agent of the Passenger Department and will henceforth handle solicitation, special movements, etc.

Mr. Archie Fidel has been advanced to Chief Traveling Passenger Agent,

SUGGESTS SAFETY CAMPAIGNS IN PUBLIC SCHOOLS

By S. G. Randall

There was a time when self preservation was the first law of Nature, but it would seem from the multiplication of accidents, especially since the introduction of automobiles and new forms of transportation, that the old law has gone and the very important instinct for our being has been lost.

While the "Safety-First" and "Cross Crossings Cautiously" and other original and organized efforts for sane measures have been put in operation to prevent accidents, they are becoming more pronounced.

Would suggest a movement along the lines of Psychology which teaches that the function of the mind is but the reflection of our civilization and education and this, it would seem to me, could be best accomplished through the medium of our public schools by introducing a period, of say, five minutes each day to the safety-for-yourself idea.

Beginning with the kindergarden through to the 5th and 6th grades, if necessary, this would instill in their youthful minds something that would be a lasting education.

The old saying: "You can't teach an old dog new tricks," is well proven by the seemingly useless education which is being put out by the "safety-first" movements in various ways.

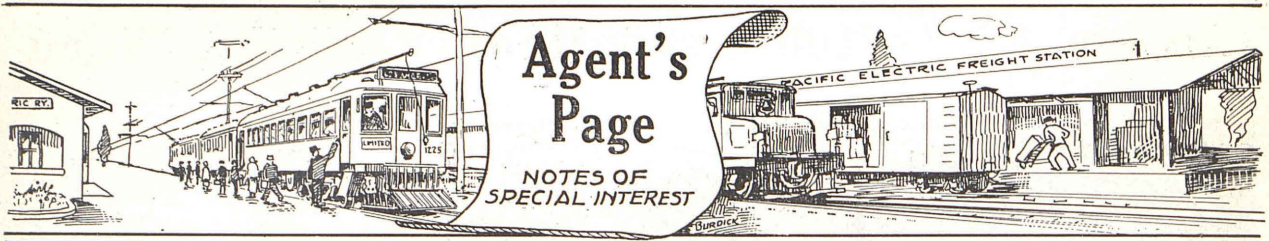
I do not wish to criticize our public schools for indifference to the safety of their charges, as their attention has perhaps never been called to it. In connection here let me relate an occurrence which was reported every day that came to my notice as a motorman in a small town where a kindergarden teacher would get her little flock together at the cross-walk and from the actions of the children, would say, "now run as fast as you can across the track," and they would put their little heads down, looking neither to the right or left.

The fruits of the early teaching is well proven from the number of grown persons who every day take their lives in their own hands in this manner.

As a boy, living near a steam road, my mother would say: "do not cross that track without first looking in both directions and see that no train is in sight." This had a lasting impression with me and believe that good results would follow from a short talk in school each day, or as often as necessary, along with the home training, which I fear is not properly given as regards to crossing railroads.

filling the position vacated by the promotion of Mr. Billhardt.

Without exception all of the foregoing employes have been with the Company many years and their legion of friends will learn with pleasure of their advancement to the positions of greater responsibility.



Car Shortage A Vital Issue

Team-work of Employes, Shippers and Carriers Will Aid Serious Condition

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

GENERAL prevailing conditions all point to the fact that unless intensive conversation of freight cars is put into practice at once a serious and disastrous car shortage, with its serious financial loss to both shippers and carriers, will ensue.

The co-operation of agents in watching the conditions locally existing within their respective territories is highly essential, and all shippers and consignees must, for their own protection, be urged to load and unload care promptly and without regard to the maximum free time allowed under tariff provisions. All railroad employes are urged for the same reason to expedite the movement of such cars to the end that they may be given quick service and all unavoidable delays eliminated.

The situation with respect to refrigerator cars has also been serious and has commanded the careful attention of both shippers and carriers. The Director of the California Department of Agriculture is reported, in a newspaper of recent date, as having promised the Interstate Commerce Commission, when requesting the priority of movement of empty refrigerator cars into California (which has since been granted), the full assistance of every governmental agency in California to see that every car is loaded within twenty-four hours of its receipt and that care would be taken to see that every car was loaded to full capacity. While appreciating the enormity of fulfilling this promise, it behooves each and every one of us to bend every possible effort to convince shippers and our own co-workers of the necessity for 100 per cent co-operation.

How to Help

As a means of promoting the conservation of equipment, the Pacific Car Demurrage Bureau has adopted the following rules:

Urge upon all shippers and consignees the desirability of prompt loading and unloading, suggesting where feasible that they work overtime and on Sundays and holidays in loading and unloading cars. This pertains particularly to refrigerator equipment.

On cars received under load notify consignee of arrival promptly, by telephone if possible, confirming by mail or messenger.

Secure advance or standing orders for placement of cars and follow up with the yard or local freight crews to prevent delay in placement after arrival.

Get in touch with consignee on the afternoon of the first free day, urging that unloading be speeded up and completed that day, thereby doing their share in releasing cars within twenty-four hours.

Follow up to see that switch or local freight crews pull empty cars promptly after unloaded and ascertain from Car Service Agent, in advance if necessary, where the empty car should be forwarded.

Cars For Loading

Caution and urge all shippers the necessity of ordering only the number of cars actually required for loading and the number of cars per day that they can load and release within twenty-four hours after placement, securing written order for all cars wanted on form provided for that purpose.

Whenever possible ascertain and advise the shippers the approximate time that certain cars will be placed for loading in order that they may be prepared to load without any delay.

Upon arrival of empty car follow up with yard or local train crew to see there is no delay in placing car in position for prompt loading.

Urge shippers to load car and furnish bill-of-lading within the first twenty-four hours after placement and to advise you when car is nearly loaded so that contents can be inspected and checked, when required, and car sealed and made ready for movement to prevent any delay on your part.

Whenever possible, have shippers give you forwarding instructions before the loading of car is completed so that your switch order and waybill may be made out and ready when car is loaded, to prevent any delay in movement.

Since the holding of cars either in transit or at destination for purpose

NEW EAST LONG BEACH STATION IN SERVICE

On September 3rd a formal dedication of the new freight depot located at East Long Beach was held, with City officials, officers and members of the East Long Beach Improvement Association, prominent Pacific Electric officials and East Long Beach citizens in attendance.

The ceremony was proposed by the officials of the Long Beach Commercial and Community Organization to show their appreciation of the service rendered that section of the city by this Company. That the attitude of the Pacific Electric has been one of co-operation and assistance in all matters pertaining to public improvements, was the statement made by Oliver S. Peacock and W. J. Burdin, who are active in the Association work.

The new station at East Long Beach was made necessary by the increased freight and passenger traffic resulting from the development of industries in that section of the city, due to a large extent to the oil industry.

Dinner was served to the officials and members at Recreation Park and music was furnished by the Long Beach Band, interspersed with speeches by the City officials of East Long Beach.

Mr. J. R. Johnson, formerly Agent at San Pedro and more recently of Wingfoot, has been appointed Agent at the new East Long Beach Station.

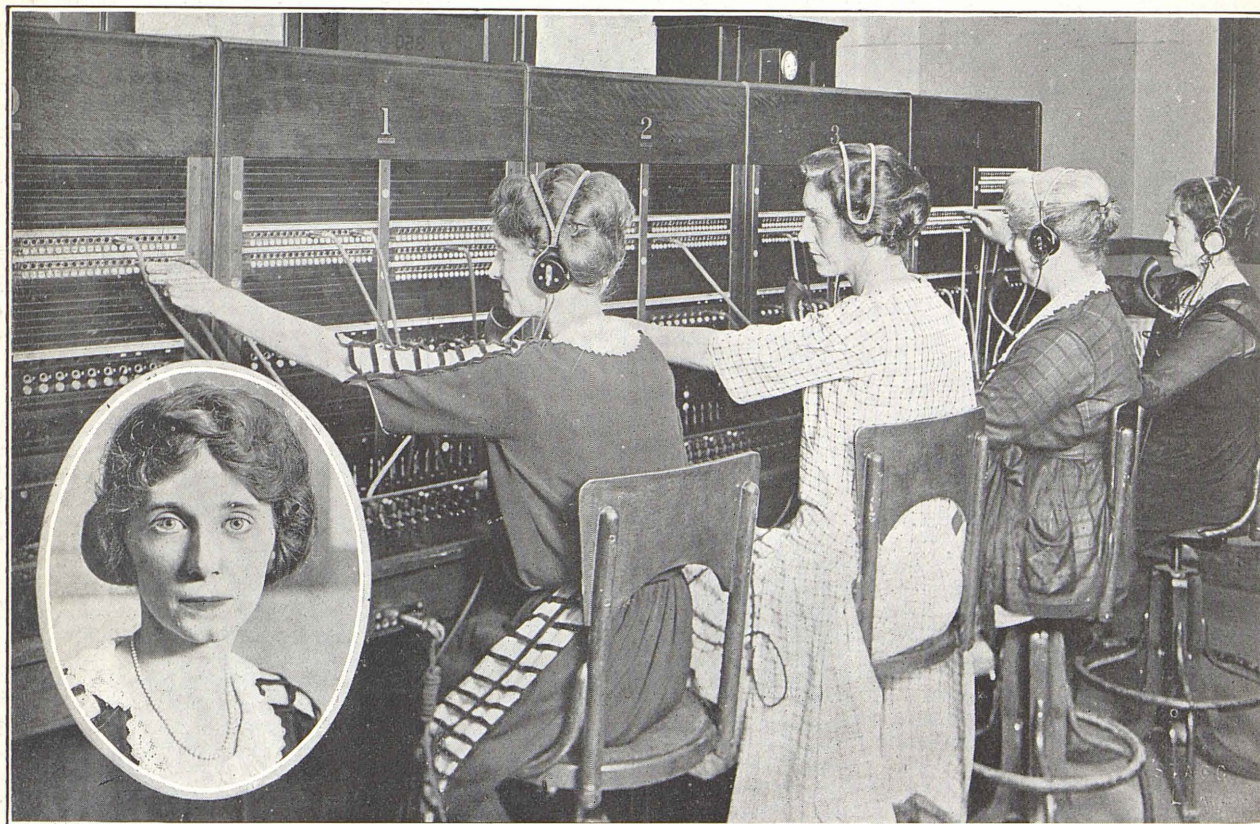
of reconsignment is conducive to considerable car detention and loss in conservation, shippers should be requested to, as far as possible, consign freight to a specific consignee for unloading and to avoid shipping on consignment or with intention to further divert car and delay movement in transit.

Railroad Detention

It is hardly consistent to call upon shippers and consignees to expedite the release of freight equipment if the rail carrier itself delays the car either in placement, in pulling, or in transportation. Therefore, every attention must be paid by all concerned to expedite the movement of cars both loaded and empty.

Please do your utmost to cooperate in every manner and with all concerned to the end that no unnecessary or unavoidable delay is tolerated. By so doing you will merit the heartfelt thankfulness of everyone, shippers as well as carriers, and contribute to a cause worthy of your best efforts.

Improved Switchboard Meets Growing Need



By L. H. APPEL

IN ORDER to adequately serve the telephone requirements of the Pacific Electric, the Southern California Telephone Company recently installed one of the most modern improved switchboards, shown in the accompanying picture. The necessity of this installation was due to the enormous and steadily increasing volume of telephone calls.

The new board is known as the Western Electric Company's model Type 600-C private branch exchange and is the largest of its type manufactured. It embodies all of the most recent developments in the art of telephony pertaining to private exchange boards and provides adequately for future expansion. The new board has facilities for 500 stations, although at the present time 160 stations meet all requirements. Outside calls are taken care of with 30 two-way main line trunks, four sending trunks and one long distance trunk. In line with the future plans of the telephone company the caller on each station will be enabled to dial and call any automatic number direct.

Business Handled

More than 5,000 calls each day are handled on our private exchange and during the peak hours calls average in excess of 550 per hour. This does not, of course, take into consideration the calls handled on the dispatching and power telephone system, which is

operated and maintained by the Company independent of the telephone company's system.

A discussion of our private exchange would not be complete without a word of praise for Miss G. (Jimmie) Herka, Chief, and her five assistants, Mrs. Bessie Wright, Lena Rehnann, Dena Wintead, Margaret Thomas, and May Stuart. The service rendered by our operators is of a high standard and may be attributed to the untiring efforts of Miss Herka and the support given by her valiant assistants. A short visit to our telephone exchange room will convince one of the physical strain to which these ladies are subjected and make us more considerate and appreciative of the conditions under which they labor.

Our operators are earnestly striving and succeeding in giving a quality of service not excelled by any set of operators in the city. Difficulties occur at times, which is only to be expected, but in a great majority of cases the trouble lies, not with our exchange operator, but to ill-usage by ourselves, the party called failing to answer promptly, or possibly the shortcoming of the telephone company's operator.

Miss Herka outlined the following suggestions as an aid to good service:

- (1) Answer phone promptly.
- (2) Do not say "hello;" state your name and department clearly.

- (3) Have note paper and pencil handy.

- (4) If you wish to have party switched from one phone to another, flash phone on which you are talking and ask the operator to transfer party. Do not go to another phone and ask that transfer be made.

- (5) When placing long distance call give the operator a reasonable time to get a report before leaving office or cancelling call. If necessary to leave office notify exchange operator. If party called is located by long distance operator a service charge is made regardless of whether conversation is held.

To the extent that we all co-operate, to that extent will our service be maintained and improved.

RECENT AGENCY CHANGES

Effective October 4th, Mr. R. E. Murphy was appointed Agent at Wingfoot, vice J. R. Johnson, transferred to the new station at East Long Beach.

Mr. Thos. J. Olliffe received the appointment to agency at Colton, effective October 5th, 1922.

Mr. Olliffe entered the service of the Pacific Electric as conductor on the Southern Division, and in June of this year was transferred to Relief Agent and served in that capacity until his recent appointment at Colton.

**MINUTES, PACIFIC ELECTRIC
ROD & GUN CLUB**

By "Griff"

Meeting of the Pacific Electric Rod and Gun Club was called to order at 8:20 p. m., Wednesday, September 13, by President Geopfert, 49 members being present. Minutes of the previous meeting read and approved.

President Geopfert recited in brief topics discussed and passed upon in the Special Officers' meeting held one hour previous. Secretary Volkhart reported a total membership of 442, including the seven new members submitted and approved.

Treasurer Wooderson reported as follows:

Cash on hand	\$173.45
Shells	19.80
Blue Rocks	20.00

Total\$213.25

Membership Contest, in which the California Clothing Company, 126 So. Main Street, donated a first prize consisting of a \$12 merchandise order, closed this date. President Geopfert personally donated \$10 merchandise order on the B. H. Dyas or Tuft-Lyons-Arms Company. The third and fourth prizes to be similar and donated by the Club. Following are the winners, (prizes to be exhibited later):

- Wheaton, 1st prize, 54 members.
- Barclay, 2nd prize, 23 members.
- Spafford, 3rd prize, 17 members.
- Manley, 4th prize, 5 members.

Amendment regarding elimination of bulk of meeting notices read by the Secretary and unanimously carried.

B. F. Manley announced winners of the Redondo Blue Rock shoot held on Picnic Day as follows.

- H. Smith, 1st prize, 43x50.
- K. L. Oefinger,, 2nd prize, 41x50.
- H. L. Wiggan, 3rd prize, 39x50.

Contesting teams were the All-star and the Operating Department team. The former coming out victorious. Line-up as follows:

ALL-STAR	OPERATING
Oefinger	Spafford
Smith	Geopfert
Manley	Volkhart
Manley	Wiggan
McLeod	Casner*

*(Sub for Williams).

Week-end fishing trip at Chatsworth Lake, September 23rd and 24th as proposed by Field Captain J. W. May, was of a necessity recalled due to recent drastics steps taken by authorities to prohibit further fishing in the reservoir. Without knowledge of this action at the time Field Captain, Gun Section, B. F. Manley, proclaimed that the Blue Rock event, also scheduled for this date, would be postponed.

L. W. Volkhart, on account of increased duties, tendered his resignation as Secretary and was automatically succeeded by the Recording Secretary, whose place was filled by G. R. Scott, a new and responsible member, successor to Volkhart in the Transportation Department.

Motion was made by President Geopfert that Miss Smith, of the En-

Our New Auditor



Mr. L. A. Lovell

DURING the past month the appointment of Mr. L. A. Lovell to position of Auditor and Secretary, succeeding Mr. H. A. Culloden, was announced. The vacancy was created through the resignation of Mr. Culloden, who decided to enter a new field of work as auditor of the Minarets & Western Railway and subsidiary companies at Fresno.

Mr. Lovell's promotion to the responsible position came in the typical Pacific Electric manner—after years of intensive service from a very humble beginning down the ladder. His career with the Pacific Electric began in 1901 when he was employed as bookkeeper with that portion of the present consolidated company known as the "Pasadena-Los Angeles Electric Railway." From 1902 to the present time he advanced slowly, but steadily, holding in succession the positions of Clerk, Paymaster, Chief Clerk and Special Accountant. The last named position he held from 1917 to the date of his recent appointment as Auditor and Secretary.

Mr. Culloden leaves the Company and a host of loyal friends who wish him the best of success and happiness in his new surroundings.

gineering Department, who so affably assisted in dispensing with the mass of monthly notices, be remembered with a box of chocolates as an appreciation of the Club. Motion carried.

Meeting adjourned 9:20 p. m. and another unique refreshment was offered by Messrs Barclay, Gonzales and Terry. Tamales, crackers, pickles and beer(?) were enjoyed by all.

ACCOUNTING DEPT. NOTES

By Mary Blackburn

The Accounting Department is now sailing under the capable guidance of L. A. Lovell, and we extend to him a hearty feeling of co-operation and good wishes.

Miss Mary Lacy formerly a clerk in the Comptometer Bureau, was recently married to Mr. Gus Schneider at the church of the Holy Cross. The couple are spending a honeymoon in San Francisco. The Department presented Miss Lacy with a handsome cut-glass water set, extending best wishes for a life of wedded bliss.

Miss Grace Ehlers leaves soon on a trip to Minneapolis, combining business and pleasure with her vacation.

Miss Helen Bettis, chief clerk of the Comptometer Bureau, spent an enjoyable vacation in the Northern part of the State. Other recent vacationists include Mr. John Cuttle, who took a trip east; Mrs. Ethel Carruthers, who put in the time visiting local places of interest, and Miss Polhemus, who spent the allotted time getting settled in a new home.

Mrs. Anna Smith brought back all the effervescence of the San Francisco climate after a two weeks vacation in that city and vicinity.

Miss Lorena Hockenberry is taking a month's leave of absence. Miss Norma Comer is out on sick leave, and Miss Margaret Painter is just back after an illness of several days.

SOUTHERN DIVISION NOTES

By F. J. Oriva

Many friends of Conductor F. L. Foegie of San Pedro are congratulating him on his appointment as Supervisor, succeeding Supervisor Hand, who has been appointed Asst. Trainmaster. Our congratulations.

Motorman W. C. Gregg was recently run over by an automobile and quite badly bruised. He is getting along nicely now.

Many of his friends are awaiting the return of Motorman Ben Hammack from his San Francisco vacation trip. This bachelor, it is rumored, will bring back something besides hand grips.

Conductor R. H. Christenson's wife is en route to her old home in Denmark. He is scheduled for a lonesome spell.

Motorman G. Forberg has been granted a 30-day leave of absence. He is to visit relatives in Michigan.

Conductor "Pop" Hessemen bid and received LaHabra run No. 5. He is now living in Fullerton.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Geo. A. Stevens got mixed up with a man sized Jew fish at Redondo a short time ago. George didn't get the fish. On the contrary the fish almost got George and departed with the best part of his fishing tackle.

Gus Himmelman and family spent their vacation admist scenes and memories of the past at Boston, Mass. Henry Preston and family spent their vacation in Coldwater. Henry reports lots of deer in the Coldwater section, but most all does.

Louis Winegarten and Erwin Moore, two apprentice winders from Uncle Sam's War Veteran Bureau, have been granted their two weeks vacation by said Uncle Sam.

Mr. and Mrs. Chichoine have returned from a vacation trip to Eastern Canada.

Louis Wold and Floyd Shultz of the Machine Shop are in the East visiting their parents.

C. Copeland of the Machine Shop is wearing the well known smile induced by the arrival of a fine baby girl. Happy days Cope.

Chas. Bott has returned from vacation, S. A. Bragunier has just started.

Roy Bender is on vacation, also Ed Fealy, foreman of the Wiring Shop. Ed expects to keep in close touch with the world series.

Chas. Grant is now out of the hospital and is recovering nicely from a major operation.

Roy Sherman, accompanied by J.

Loss in Operating Trains

An ordinary passenger locomotive consumes a pound of fuel for every fifty-two feet it travels. Each unnecessary stop, made with a heavy freight or passenger train, represents a fuel loss of from 500 to 750 pounds of coal, depending on the weight of the train, the length of the stop, and the grade conditions. A brake-line air leak on a train of fifty freight cars has been known to cause a loss of as much as 2540 pounds of coal in a ten-hour period. The loss of coal each time a modern locomotive pops off for five minutes is about seventy-five pounds. If locomotive firemen were to save a little more than one shovelful of coal out of each ton used, the total saving would be equal to nearly 1 per cent of all the coal handled.—Floyd W. Parsons in World's Work.

Van Vleet, have gone to Denver to visit parents.

Felix Colas on October 1 started his 21st year in the service of the Pacific Electric.

Don Wheaton of the Drafting Room expects to make his home in Torrance in the near future.

Clarence Gates, Louis Correa and Miss Frances Hoover have joined the family, being employed in the Drafting Room at Torrance.

James Grant, air repair foreman, and wife, accompanied by T. Wilks of the Store Department, motored to San Francisco via Ridge Route, returning by the Coast Route.

The sympathy of the family is extended to J. Hardy of the Wiring Shop, whose wife was buried Saturday.

Versal Bates and family were among the week enders at the Pacific Electric Camp. It seems to need but one trip to our vacation camp to convert one into an enthusiastic booster for said camp. Versal, who is a clever photographer, got some wonderful views.

Billy Crossmeyer has just moved into his new home. Tom Cassidy also has a new home and plans to move next week.

LIFE OF A FREIGHT CAR

The typical freight car spends fourteen weeks of the year on loading and unloading tracks and six weeks being switched to and from these tracks, two weeks awaiting shippers' orders and three weeks of sheer idleness because of arrival at destination on Sundays and holidays. Thus half the year is spent in the work of being loaded and unloaded. When the car gets under way with its load, it is again subject to various delays. It spends five weeks going through intermediate yards, where trains are broken up and remade for movement to various destinations and nine weeks more on interchange tracks where freight is transferred from one railroad to another. This leaves thirteen weeks of the year, but nearly five of these weeks are needed for repairs. In addition in a normal year, the car is stored about two weeks for lack of tonnage in the slack season. So there is left about six weeks of the year in which the car is actually moving along the main line. Road delays — wrecks, washouts, breakdowns, congestion — reduce the normal road movement to thirty-seven days or one tenth of the year.

The Stenographer's Vacation

My tYpust is on her vacatoin
My trpist's awau fpr a week
My typudt us in hwr vscaion
Wgle thse danm keys pply hude
and seej.

CJORAS:

Oy, breng boxk, bting bzck,
Brung becj mu b'Onnie ti my, tp
mr;
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helk!

—O. B. Bulletin.

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

Passenger Revenues	\$1,163,730.73	
Freight and Switching Revenue	382,220.77	
Other Revenue	98,346.94	
Total Railway Operating Income	\$1,645,298.44	
Total Railway Operating Expenses:		
Wages	\$ 733,893.66	
Other Charges	340,118.03	
Transportation for Investment—Credit	2,924.91	1,071,086.78
Revenue, Less Operating Expenses	\$ 574,211.66	
Depreciation	\$ 23,785.77	
Taxes Assignable to Railway Operations	81,437.75	
Total Depreciation and Taxes	105,223.52	
Revenue, Less Operating Expenses, Depreciations and Taxes....	\$ 468,988.14	
Non-Operating Income	8,570.13	
Net Revenue	\$ 460,418.01	
Interest on Bonds and Other Debt	\$ 325,933.13	
Rents and Miscellaneous Income Deductions	98,154.75	
Total Deductions	424,087.88	
Net income for month	\$ 36,330.13	
Net loss for eight months	\$ 274,334.13	

L. A. LOVELL, Auditor.

Los Angeles, California, Sept. 28, 1922

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club, held in the committee room of the Club on Wednesday, September 6th, 1922, was called to order at 2:15 p. m. The roll was called and the following members found absent:

D. W. Layne, Henry Eggert, W. J. Hodge, R. M. Herr, E. H. Pierce, R. M. Cobb, B. F. Manley and Fred Maylor.

The minutes of the previous meeting were read and approved.

In the absence of a President, Mr. M. T. Spencer was appointed as temporary chairman of the meeting.

Report of Manager Club Fund

Balance on hand July 31st ... \$ 56.47
Receipts 1002.75

Total \$1059.22
Bills and Expenses 960.96

Balance on hand August 31st. \$ 98.26

Relief Fund

Balance on hand July 31st ..\$ 707.83
Receipts 501.40

Total \$1209.23
Paid out in relief 865.00

Balance on hand August 31st. \$ 344.23

Election of Officers

At this meeting the following officers were elected:

Oscar A. Smith, President.
C. Mortimer Stuart, Manager.
William A. McCammond, Treasurer.

Governing Board

D. J. Finley, Northern Division.
Ora Taylor, Southern Division.
B. C. Chase, Western Division.
J. Richards, Mechanical Department.
N. D. High, Electrical Department.
B. F. Manley, Engineering Department, General Offices.

Unfinished Business

In regard to some of the employes who are not receiving deduction slips showing the amount deducted from their salaries for various dues, Mr. Stuart advised this matter was being investigated by Mr. Smith. A report will be made at the next meeting.

Mr. Stuart also advised he understood final arrangements had been made for installing the water heater and other equipment at the car barns in Ocean Park, and that the matter had been referred to the Engineer Department.

New Business

Due to a vacancy, caused by Mr R. M. Herr being unable to serve on the committee, Mr. L. J. McGrath, who received one vote less than Mr. Herr in the election held August 31st, was voted to serve as one of the representatives from the Northern Division for the ensuing year.

Several members of the committee

advised that receipts for telephone service and for rental of properties are not being received as promptly as they should. It was decided that this matter be referred to the General Superintendent's office and to the Treasurer for adjustment.

The Manager invited all of the committee to attend the special excursion trip to the Camp, which was held September 23 and 24. Mr. Stuart stated he had received permission from the company to make additional improvements to the grounds and to the equipment which will add greatly to comfort and enjoyment of visitors.

It was suggested that the Medical Department be requested to furnish

CLUB MOVIE PROGRAM

Oct. 20 to Nov. 17

Friday, October 20th:

Main Feature: Jack Holt in "While Satan Sleeps."
Comedy: "Rich Poor man."
Pathe Review, "The Pueblo People," "The Family Yawn," "Many A Year Ago," "Orphans of the Day," "Pathecolor."

Friday, October 27th:

Main Feature: "The Valley of Silent Men," with Alma Rubens.
Comedy: Harold Lloyd, Bebe Daniels and "Snub" Pollard in "The Big Idea."
Aesop's Film Fable: "The Dissatisfied Cobbler."

Friday, November 3rd:

Main Feature: Gloria Swanson in "Her Gilded Cage."
Comedy: Sunshine Sammy in "The Pickaninny."
Pathe Review: "The Shot That Echoed Around The World," "Capitol Travels," "The Robber Crow," "The Oyster's Rival," "Pathe Color."

Friday November 10th:

Main Feature:
"BURNING SANDS," with Wanda Hawley, Milton Sills, Robert Cain and Jacqueline Logan.

Greatest of all desert thrillers!

Comedy: Harold Lloyd, Bebe Daniels and "Snub" Pollard in "On The Jump."

Aesop's Film Fable: "The Farmer and the Ostrich."

Friday, November 17th:

Main Feature: Wallace Reid in "The Ghost Breaker."

Comedy: Harold Lloyd in "Now or Never."

A trip to "Paramountown."

the Club with a list of employes who are confined to the hospital account sickness, in order that the manager and their friends could be given the opportunity to call upon them. A bulletin board will be provided for the posting of such notices, and any employe may be able to secure information regarding hospital patients by phoning the Club office.

P. E. CLUB BULLETIN

October 10, to November 10, 1922
Wednesday, October 11

Operating Staff Meeting in Assembly Hall at 10 a. m. Rod and Gun Club meeting at 8 p. m.

Thursday, October 12

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

Friday, October 13

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

Saturday, October 14

Agent's Association Meeting in Assembly Hall at 8 p. m. Refreshments served after adjournment.

Monday, October 16

Band rehearsal at 8 p. m. Chorus rehearsal at 8 p. m.

Tuesday, October 17

Northern Division Safety Committee meeting at 2 p. m. Trainmen's meeting (all divisions) at 8 p. m. Refreshments served after adjournment.

Thursday, October 19

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

Friday, October 20

General Staff meeting in Assembly Hall at 10 a. m. Regular Movie Show in Auditorium at 7:45 p. m.

Monday, October 23

Band rehearsal at 8 p. m. Chorus rehearsal at 8 p. m.

Thursday, October 26

Halloween Novelty Ball in Auditorium at 8:30 p. m.

Friday, October 27

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

Monday, October 30

Band rehearsal at 8 p. m. Chorus rehearsal at 8 p. m.

Wednesday, November 1

Club Executive Committee meeting in Assembly Hall at 2 p. m.

Thursday, November 2

Moonlight Dance in Auditorium at 8:30 p. m.

Friday, November 6

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

Monday, November 6

Band rehearsal at 8 p. m. Chorus rehearsal at 8 p. m.

Tuesday, November 7

Southern Division Safety Committee meeting at 2 p. m.

Wednesday, November 8

Operating Staff Meeting in Assembly Hall at 10 a. m. Western Division Safety Committee meeting at 2 p. m. Rod and Gun Club meeting at 8 p. m.

Thursday, November 9

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

Friday, November 10

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

A Nature Lover and His Garden



TIME does not weigh heavily on the hands of Chas. L. Fitzgerald, Day Operator at the Valley Junction Substation. During idle moments Mr. Fitzgerald has cultivated a garden of roses, the beauty of which has created widespread interest.

A lover of all flowers, Mr. Fitzgerald has spent many years in the study of creating new species of roses and the rareness and beauty of many of his plants reflect the study which he has given the subject. A short talk with Mr. Fitzgerald will reveal the intricate science involved and in-

centially, show us how little thought the average person has given to one of Nature's most beautiful gifts.

Mr. Fitzgerald has an excellent service record of twenty years with the Company, seven of which he was stationed at the East Lake power station and thirteen years at his present post. The neatness and general appearance of the Valley Junction Substation, together with his clear service record, indicate that Mr. Fitzgerald's hobby is not indulged in to the exclusion or hindrance of any regular duties.

FREIGHT, WAREHOUSE NOTES

By Daniel Sanchez

Arthur Bailey, after a long siege of sickness, is back with us again. During his absence a son was added to his family. Wife and baby are doing nicely.

L. G. Davill, I. Tellechea and Morris Saitlen have been made Check Clerks. Walter Crow has been promoted to Asst. Cashier. Congratulations.

Mr. Black, General Foreman, is making a drive to reduce claims and is urging greater care in the checking and handling of freight.

Fred Viener is shortly to resign to again resume his course at Dental College.

Chief Clerk Sam Sealy has resigned to take a position with the California Furniture Company. During his employment with this company Sam made many friends who wish him success in his new vocation.

LONG BEACH TROLLEYGRAMS

By A. F. Masters

Conductor W. M. Reeves and family wish to acknowledge their appreciation for the kind thoughts and beautiful floral offering given them by the "Boys" in their late bereavement.

Conductor J. I. Mulligan has again advanced the time on his alarm clock. You tell 'em, "Jack."

Our friend Pap Hessemer has left our coast terminal as he has elected himself to work on the La Habra Line.

Conductor A. P. Weihofen has taken a trip east to Chicago and New York to visit his son and relatives. Yes, he is from the Windy City, and a baseball fan.

Conductor Bulmer has decided to work one car alone, so bid in a one-man car, Run 267.

Fish, like human beings, often get into trouble by not keeping their mouths closed.

TRAINMEN'S MEETINGS

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:15 p.m. September 19 in the Assembly Room, Pacific Electric Club; Chairman W. M. Muench calling the meeting to order.

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

Unfinished Business

Wanted to know what the objection was to gateman in Hill Street Station using the gates.

Disposition: It was decided that the present method of handling passengers through the gates causes less complaints.

Suggested that sign-off book be kept at Glendale.

Disposition: Not believed necessary.

Blanchard Lumber Company of Lankershim has placed benches along line at San Fernando and as same are not anchored down, passengers sometimes pulled them out too close to tracks, creating a hazard of accident.

Disposition: The Blanchard Lumber Company have been requested to anchor their benches a sufficient distance from the tracks to insure safety to patrons.

Landing at Lomita Street, Glendale Line, should be longer.

Disposition: This was completed on July 17th.

Suggested that Hollywood Line cars on roll in trips be supplied with small dash signs reading, "TO CAR HOUSE," thereby enabling anyone who desired to go to Sherman to get the right car.

Disposition: There is ample service to take care of passengers for Sherman.

That a cluster of lights be put on poles with one light in telephone booth at Owensmouth and San Fernando for the benefit of night men.

Disposition: Lights have been installed in booths at these points.

That a special witness card be provided trainmen to be signed by the person injured, exonerating the Company when the crew is not to blame for the accident.

Disposition: It is not believed that cards of this kind are necessary.

Willoughby landing should be standard size.

Disposition: Material for landing has been ordered and work will be done as soon as received.

Cab door of car 859 is laying at Sherman.

Disposition: Door was sent to Sherman for repairs and as soon as repaired, was returned to Ocean Park Car House and installed on car 859.

Wanted some arrangement made on fenders on 800-class cars to prevent apron from flipping up or down and mashing fingers when raising or lowering fender.

Disposition: The Mechanical Department advises that this trouble is evidently with the old Wooster type fenders; however, these fenders are being replaced by the Eclipse fenders when the cars go through Shop or when same are damaged beyond repair.

That bull's-eye headlights do not throw light in front of train—seem to need adjustment.

Disposition: The Mechanical Department advises that all headlights are given the necessary inspection, regardless of whether they are reported by motormen or not. However, the matter of proper adjustment of the Bull's-eye headlights has been taken up with all concerned.

That a man be kept on duty at the conductor's window at Hill Street station at all times, as one man cannot take care of the conductors and sell tickets at the same time.

Disposition: The Traffic Department advises that the re-arrangement of the ticket office at Hill Street Station is not as yet completed. However, the changes are expected to be made in the very near future and at that time the situation will be taken care of.

Wanted one or two benches placed near the sign racks in Hill Street Station yard for the use of trainmen waiting for leaving time of their runs.

Disposition: Benches have been provided. Stated that cars running from Sherman

car barn to Gardner or Crescent are passing up passengers.

Disposition: Notice No. 464 has been issued to cover.

That forty-cent tickets be sold at or near Crescent Junction on Thursdays.

Disposition: It is not desired at this time to establish a ticket office at or near Crescent Junction.

Newsboys at Ocean Park and Venice have a habit of grabbing on to cars carrying papers and taking newspapers off.

Disposition: This matter has been handled with the managements of each of the newspapers concerned and they have assured us that they will take the matter up personally with their agents at these points and see that the practice is discontinued.

That the paper on which triplex tickets are printed is very poor quality.

Disposition: Due to the high cost of paper at this time it is too expensive to use a better quality of paper in the triplex tickets. The present paper has been used for this purpose for some time and generally has given good satisfaction.

That tickets sold at stations are poorly perforated.

Disposition: Too deep perforation cannot be used on card tickets due to the fact that passengers would lose one portion of same on account of coming apart, and from past experience of the Traffic Department, this would cause considerable trouble and it is believed that no change should be made.

Wanted some kind of a walk constructed from Sunset stop to Trainmen's Room at Ocean Park as it is difficult for trainmen to keep shoes looking respectable.

Disposition: This walk has been completed.

From Suggestion Boxes

Suggested that all work trains such as Bonding cars, Freight and Line cars, especially Line cars, at least clear time of Redondo trains when working on that line.

Disposition: Present instructions are that time of scheduled trains must be cleared and any violations should be reported.

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

Disposition: Referred to Maintenance of Way Department.

New Business

Referred to the new gravel walk at Ocean Park between the Trainmen's Room and Sunset stop; that same should have large stones along the edge in order to keep the gravel from spreading.

Disposition: Referred to Maintenance of Way Department.

Suggested that trainmen be allowed to lower the gates or bars on northbound Vineyard cars when throwing the switch in front of Hill Street Station. Stated that passengers sometimes boarded the cars at this point and when the car is crowded they can easily evade paying fare.

Disposition: Lowering of the bar or gates would create a hazard of accident by passengers bumping their heads when boarding car.

Stated there should be a Run Book at Redondo, as men working Redondo runs have little opportunity to consult the Run books elsewhere.

Disposition: This will be considered.

Phone booth at Redondo should be large enough to accommodate more than one man.

Disposition: Present booth is O.K.

Suggested that conductors on second and third cars of inbound Venice Short Line trains raise the front gates at 8th or 7th Streets; these front gates to be watched by the conductor in the car ahead.

Disposition: This would create a hazard of step accidents.

Suggested that the 5:15 Venice Short Line Limited leave Hill Street Station five minutes later. Stated that this train many times ran too close behind the 5:05 Short Line train and was thereby delayed.

Disposition: Present headway O.K.

Suggested that trainmen be provided with a form of receipt book for cash turn-ins, instead of the present receipts issued by Receiving Cashiers.

Disposition: These books were used several years ago and the present system was substituted as an improvement.

Suggested that the new trip sheets have

COMPARES QUALIFICATIONS OF MOTORMAN AND MOTORIST

MR. CHESTER ROWELL, for many years one of the leading editors of California, and a member of the Railroad Commission of this state, recently made the following comments on transportation train and vehicle operatives in the San Francisco Bulletin:

"The motorman on the street car is a picked man. His job may require only ordinary intelligence, but he must have more than ordinary self-control and attentiveness. Even with these selected qualifications he is put under exceptional regulations to protect them. Even before prohibition he had to be a total abstainer, on and off duty.

"He must attend strictly to business and not talk to passengers. All responsibilities, except the car's motion, are taken off his shoulders by the conductor. Nothing less than this exceptional protection of the selected qualifications of a picked man is regarded as adequate for safety.

"The automobile driver is anybody who can get a car. He or she may be old or young, rattle-headed or attentive, responsible or careless. He may flirt with a giggling girl at his side, or fling smart-Aleck jokes at the passengers in the rear. He may gaze at the scenery instead of the road. He may drink all he likes, provided he cannot be proved outright 'drunk.' And he guides a machine swifter, more erratic, less controllable and more dangerous than a street car. He needs more qualifications than the motorman, and he frequently has less.

"No wonder life has become a hazardous occupation."

It is gratifying to know that the responsibilities of motormen, and the selective qualifications he must possess are beginning to be appreciated by men of other professions.

spaces to show more than one turn-in for a day.

Disposition: Although not printed or ruled to enter more than one turn-in, there is space enough for more than one entry on the new trip sheets.

Stated that switch lights along the Venice Short Line are not very well maintained, many times not burning.

Disposition: Dispatcher should be notified of all cases of this kind and a miscellaneous report made to Superintendent.

Block Signals on Venice Short Line burning dim.

Disposition: Referred to Signal Department.

The wash basin at Ocean Park has not yet been installed.

Disposition: Referred to Engineering Department.

Drinking fountain at Hill Street Station needs adjustment.

Disposition: Referred to Engineering Dept.

Drinking fountain at Sherman has not yet been installed.

Disposition: Referred to Engineering Department.

Referred to the Venice High School Specials; wanted to know if something could not be done to prevent the boys from playing their customary pranks, etc.

Disposition: Trainmen should attempt to obtain the name of all boys making any disturbance on these trains, and report the matter to Terminal Foreman.

Stated that gas mains had been put in within 75 feet of the Trainmen's Room at Ocean Park and suggested that gas be supplied for heat instead of stove as in the past.

Disposition: Referred to Bridge & Building Department.

Suggested that trainmen be allowed to begin collecting fares, outbound on Hill Street at Pico Street so that those passengers who are on the wrong train can leave train at Vermont.

Disposition: Check will be made.

Wanted to know the proper place to stop train at Utah Avenue Station.

Disposition: Notice will be issued.

Stated that most conductors seemed to be under the impression that the head conductor of a train of two or more cars was not only in charge of the train, but that it was up to him to lower the fenders, change the signs, etc. Wanted a notice issued instructing trainmen that they must turn trolleys, signs, etc. on their own cars—the head conductor, who is in charge of the train, to see that this is done.

Disposition: Notice will be issued.

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

Disposition: Referred to Traffic Dept.

Suggested that motormen on Venice Short Line trains dim headlights when meeting another train. The glare of the lights prevents motormen from seeing passengers waiting to board train.

In the discussion that followed it was stated that the location of switches in cab cars was such that it was necessary for the motorman to leave his controller in order to turn the switch. Suggested that these switches be relocated to a more convenient position.

Disposition: Referred to Mechanical Department.

Chain switch at Diamond Street, Redondo, has no handle on end of chain,—just a piece of wire which catches on gloves or scratches hands.

Disposition: Referred to Maintenance of Way Department.

Stated that Hill Street Station Yard is in bad condition account of grease and oil dripping from cars. Wanted to know if it could not be covered with gravel.

Disposition: Referred to Maintenance of Way Department.

Referred to a red light at railroad crossing in Sawtelle which had been placed there by the Automobile Club. Said that machines drove over the tracks without seeing the light.

Disposition: Referred to Automobile Club.

Referred to the matter of keeping a supply of towels at Hill Street Station.

Disposition: This has been taken care of. Stated that there is too much trolley rope on 550 class cars. Rope gets down on the ground and becomes covered with oil and grease.

Disposition: Referred to Mechanical Department.

Motion was made and seconded, that a vote of thanks to the different departments be written into the minutes in appreciation of the prompt attention given items appearing in the minutes of the Western Division Transportation Meetings during the last few months.

Motion was made and seconded that a vote of thanks be given the Chairman for the interest taken by him during his term in the chair.

Chairman Wm. Muench was re-elected for the next quarter.

There being no further business, meeting adjourned to the Auditorium for refreshments, 10:00 p.m.

M. B. Morris, Secretary.



Diluted Socialism

Said the Saturday Evening Post in a recent editorial:

"All the great panaceas of the past century, all the touted cure-alls have been tried out in practice during the past ten years. Without exception they have proved miserable failures—destructive forces. Communism has utterly ruined Russia. Socialism, which is diluted communism, has prostrated North Dakota, government ownership, which is diluted socialism, has half bankrupted our railroads. As Poor Richard says:

"Many medicines, few cures."

Jes' Right

Sir—After purchasing a quart I found it corroded my zinc-lined interior, so I gave it to Al our saddle-colored janitor. Later I asked him how he found it. He replied, "Jes' right, Cap'n, jes' right." "What do you mean, 'jes' right'?" said I. "Well, suh, Cap'n, if it had been any better you wouldn't have give it to me, and if it had been any wusser I'd 'a' died. It was jes' right."—J. G. S. in the Chicago Tribune.

A New Meaning

Brother Rufus Abraham, who had been pastor of a colored church for several years, had lately fallen under suspicion. Some of the worthy brethren accused him of using the Sunday collection for purposes not related to the cause of a religious institution. Finally the matter was taken to court. Brother Abraham was called on to testify.

"Mr. Abraham, how long have you been pastor of that church?" questioned the attorney. Rufus's dusky brow wrinkled as he pondered long and hard.

"Well, your honor, I reckon I been pasturin' there about eight years."—Indianapolis News.

"The path of progress is seldom smooth. New things are often found hard to do. But are we not made better for the effort and sacrifice; and are not those we serve lifted up and blest?"—William McKinley.

A man with a grouch is his own punishment.

PASSENGERS APPRECIATE COURTESY OF MOTORISTS

Patrons waiting for or leaving street car, at places where traffic is heavy, would be pleased and a lot safer if the following motor courtesy rules, taken from the winning set of a recent newspaper contest, were always kept in mind by motorists:

"Be courteous to your benefactor, the traffic officer.

"Inform others of your intentions by proper signals that they may avoid blunders.

"Look out for the children, the aged and the infirm.

"In case of accident, investigate and bear your share of the blame.

"When driving forget your business worries and attend to the job on hand.

"Be a good sport. Let waiting pedestrians and drivers pass on busy intersection. They may be in as great a hurry as you are.

"Use your horn as a friendly warning, not as an instrument of terror.

"Wait your turn in a line of traffic.

"Allow room on the left for those who wish to pass.

"Be patient with others, for some of them may be inexperienced."—Exchange.

A Chip Off the Old Block

"Does the baby take after your husband?"

"Yes, indeed. We have taken his bottle from him, and the other day the little darling tried to creep down the cellar steps."

—Yours for Asking:—



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Just merely opening a dignified charge account with us it is not necessary for you to pay one cent down.

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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
 OF LOS ANGELES

As Made to the Comptroller of the Currency
 at Close of Business

SEPTEMBER 15th, 1922

ASSETS

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

LIABILITIES

Capital Stock Paid in	\$1,500,000.00	
Surplus and Undivided profits	<u>2,440,729.23</u>	\$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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