



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 7

LOS ANGELES, CAL., APRIL 10, 1923

No. 11



Easter Service at Mt. Rubidoux

# To All Employees of This Company

**T**HE Electric Railway interests of this territory are now facing a severe crisis in their affairs, and it is to be determined on May 1st by the voters of Los Angeles whether or not an additional, competitive transportation factor, known as the "People's Motorbus Company" sponsored by William Gibbs McAdoo, will be given a 21 year franchise to operate.

This competing bus line if established will do as follows:

1. Parallel on the same streets a great number of the street car lines of the Pacific Electric and Los Angeles Railways.
2. Greatly increase the congestion on the present overtaxed streets with 125 large, clumsy, double-deck motor busses.
3. Will not develop any new territory, but will operate only in districts already developed by the present street car lines.
4. Will charge a 10c fare where the present railways charge a 5c or 6c fare, as the case may be, and a 15c fare where the Pacific Electric charges 8c commutation and 10c cash fare.
5. Will not carry school children for half fare and will not carry free, employees of the Police and Fire Departments of Los Angeles as is required at this time of the electric railways.
6. Will skim off the cream of traffic which will no doubt eventually force an increase in the street car fares of both the Los Angeles and the Pacific Electric Railways.

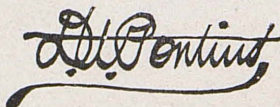
Their proposal of establishing this additional transportation element is in the face of pledges already given by the existing transportation lines to adequately serve Los Angeles by not only additional rail facilities and the building of a tunnel as an artery of speedy transportation, but to also supply, where necessity exists therfor, motor busses as feeder lines to the existing rail carriers.

Not only is this proposal contrary to the best interests of the public at large, but is not to the financial interest or well being of any of the electric railway employees.

We know that you have the interest of this Company at heart, and will recognize the menace that now confronts us, as well as the city in this matter, and that each and every one of you, together with those who are dependent upon you will not only rally to the standard of your railway's interest, and at the ballot box repudiate the McAdoo proposal, but give the facts mentioned above to your friends and neighbors who will vote with us when they clearly understand the situation.

Thanking you in advance for the interest and effort I know you will give this matter, I am

Sincerely yours,



Vice President and General Manager

# Bus Competition Vital Issue To Company

## Voters to Decide Whether Destructive Competition Will Be Permitted. Urge Earnest Support of Employees

ON MAY 1st the citizens of Los Angeles are to vote on the question of whether busses are to be permitted to operate in competition with the local electric railways within the city limits. Inasmuch as the operation of these busses as planned would very seriously curtail our revenues and render impractical the accomplishment of many improvement projects, the question is of vital importance, not only to this Company and the city of Los Angeles, but to all Pacific Electric employees, who are urged to acquaint themselves with the various phases of the issue. An intelligent discussion of the matter by employees whenever the opportunity affords will be very helpful in getting the true facts at issue before the public.

Coming, as it does, at a time when the Company is on the eve of beginning the construction of the Hill Street tunnel, which would be the first unit of a comprehensive system of subways so badly needed for improvement of traffic conditions within the business district, the installation of the McAdoo bus system as proposed would prove doubly disastrous. Plans for the tunnel now under consideration involve an outlay of \$3,000,000, which expenditure would not be justified if our revenues are to be curtailed through parallel competition into districts which would benefit by the tunnel. Plans have been completed, rights-of-way secured and necessary funds are available for the work. The usefulness of the Hill Street tunnel will be further enhanced if the proposals of the City Planning Commission are approved, which involve the construction of a subway down Hill Street to Pershing Square where a huge terminal would be built under the park. This project means the expenditure of an additional \$1,500,000 and when completed would form the nucleus of a symmetrical system of subways extending in all directions, which is recognized as the most needed facility for the solution of local traffic problems.

### Would Strangle Traffic

Aside from seriously interfering with the Pacific Electric in making

contemplated improvements, traffic authorities are agreed that autobusses operating in the downtown districts of Los Angeles would bring about intolerable strangulation of all traffic moving in our business districts. The matter of congestion is even now threatening the future growth of the city and is recognized as the most serious problem confronting the city. This question is now being given intensive study, but with hundreds of cumbersome busses operating in the narrow streets of the business district, loading and unloading at the curb, all that has or can be done to improve conditions will be nullified and made ineffective. Moreover accidents to pedestrians would materially increase and when it is considered

lywood would be removed from surface tracks, as would interurban cars to the San Fernando Valley, Glendale and Burbank. In addition, it is planned to extend the tunnel to Vineyard Junction for use of interurban cars to the beaches.

The improvement of service which would result from the construction of the tunnel and subway is another item of worthwhile consideration, as the running time to all points to the north and west would be considerably shortened, which fact is worth millions to the development of the districts affected. Moreover, the absence of street traffic interference would make the service more regular and dependable.

As Mr. Pontius has said, the routes planned by the McAdoo busses do not contemplate operation in sparsely or undeveloped districts, but in territory which the railways pioneered and developed. The fare to be charged by the busses is practically double that of the electric railway, being 10 cents where the railways charge a 5-cent or 6-cent fare as the case may be, and a 15-cent fare where the Pacific Electric charges an 8-cent commutation and 10-cent cash fare. Moreover, no provision is made for carrying school children at half fares, a straight 10-cent fare being charged. The Los Angeles Railway makes a special rate of 2½ cents and the Pacific Electric a 3-cent rate for school children. Policemen and firemen will be charged the regular fare, whereas the electric railways are required to carry these city employees free of charge.

### Improvements Planned

In his reply made several days ago to the Board of Public Utilities for certain extensions of service Mr. Pontius outlined many comprehensive

improvements which this Company would agree to make in the near future. Many of them contemplate the extensive use of modern busses as feeders to our lines with transfer privilege. Provision was made to operate a cross town bus line on Western avenue jointly with the Los Angeles Railway, with the stipulation that transfers would be issued to or from the cars of the Pacific Electric

## Busses Would Hinder, Rather Than Help, Says Local Paper

*Declaring that autobusses operating in the downtown districts would in no wise solve our transportation problem, but on the contrary, intensify traffic congestion, the following excerpts from a recent editorial in the Los Angeles Times are worthy of studious consideration:*

**I**T requires a singular optimism to imagine the traffic problem solved by the issuance of a franchise for a bus line.

As a matter of fact, busses would make the traffic problem worse instead of better, inasmuch as they occupy more traffic space in proportion to the number of passengers carried than street cars.

Busses and privately owned autos carry few people in proportion to the street space they occupy and they will therefore be impracticable in the long run because they will increase rather than do away with congestion.

Whether Los Angeles is to have a normal growth and be a normal city when it is grown depends upon the wisdom and prompt action of the people right now, in this present generation.

Upon whether we lay out forward-looking, modern plans that will be practicable and then carry them out, or let the city "just grow" like Topsy, depends the size, character and greatness of the Los Angeles of the future.

If subways have to come, the sooner we plan for them and start to build them the better.

that during the first three months of 1923 almost one person per day was killed by traffic accidents, the increased hazard of accidents is a matter not to be considered lightly.

The building of the proposed tunnel by the Pacific Electric would do more to improve traffic conditions in Los Angeles than any measure heretofore proposed. Local cars to Hol-

and Los Angeles Railway. By the plans submitted all territory would be adequately served, transfer privilege extended and strangulation of traffic avoided by not operating busses into the congested districts. Of still greater importance to the public is the fact that our revenues would not be curtailed to the point of making problematical our ability to carry out the extensive improvement projects planned.

Mr. Pontius has pointed out that the granting of a franchise for auto-busses would mean the skimming of the cream of traffic now handled by the local railways, would weaken them financially and obviously put in jeopardy, not only the best interests of the city, but of railway employees as well.

#### EMPLOYEES OF PURCHASING AND STORES HOLD PARTY

Employees of the Purchasing and Store Departments and their friends were entertained with a St. Patrick's Day card party and dance, given at the Club on Saturday evening, March 17.

During the evening, intermittent with the regular dancing, the guests were entertained with several numbers of singing and aesthetic dancing presented by pupils of the Wallis School of Dramatic Art. A two reel motion picture comedy was also presented during the course of the evening. Favor and lucky spot dances afforded much amusement, prizes being awarded the lucky ones. Prizes were also awarded to those making highest score at cards.

At the close of a very enjoyable evening delicious refreshments were served by the committee in charge, and the first of the series of entertainments to be given by the various departments came to a close all too soon.

For the excellent dance music, thanks are due Mr. Francis Clark of the Store Department, and his assistants. Mr. Clark also provided the music for the Wallis dancers.

To the committee, Mr. C. S. Swartz of the Purchasing Department, and Mr. Earl McCall and Mr. Ray Harper of the General Storekeeper's office, a sincere vote of appreciation is extended for a most enjoyable evening.

#### EMPLOYEES IN HOSPITAL

We are advised that the following Pacific Electric employees were patients at the Pacific Hospital, 1329 South Grand, at the time Magazine went to press:

Clara Painter, Mechanical Dept.; Agnes Murphy, Mechanical Dept.; Harvey Cutts, Mechanical Dept.; Wm. Brown, Mechanical Dept.; C. E. Stats, K. Arendrup, Checker; C. L. Hickman, Electrical Dept.; and R. Macias.

Friends are urged to call on them and offer such cheer and sympathy as may be possible. A kind word often serves as a tonic to a troubled mind.

# Our Modern Equipped Hospital Department Unsurpassed

## Every Facility Available For Scientific Treatment of Employees

By DR. W. L. WEBER,  
Chief Surgeon

**M**EDICAL Departments of large organizations were established because it was long ago recognized that the success of any company was dependent upon and closely associated with the health and general well being of the individual, and this applies whether the firm employs a few persons or thousands.

In our company the employee automatically becomes a member of the Medical Department by the payment each month of a variable amount, depending upon what the individual earns, ranging from 50 cents. to \$1.50. Thus, by the payment of a comparative small amount individually, by the collective payments, your Medical Department is able to furnish medical service of an exceptionally high type.

The question has occasionally been asked, "what do I get for my 50c a month?" Briefly, in answer, any employee is entitled to treatment for any condition that can be shown not to have been in existence prior to coming into the employ of the company or that is not of venereal origin. The reasons for the above exceptions are obvious, for if we were to undertake to treat for any and all conditions regardless of their origin or duration, we would either be compelled to close our doors or else hand out a very indifferent grade of medical service. This we do not propose to do, and it is our desire to give the very best in the way of medical and surgical treatment.

#### Fair Treatment

Not infrequently an employee comes in for an operation for removal of the tonsils or upon the nose. These conditions are always of a chronic nature and usually date from childhood, at which time, if the employee could remember, he was subject to frequent attacks of sore throat or difficult breathing. The acute attacks gradually subside, but leave their effects in the way of chronically enlarged tonsils, nasal polypi etc., and which at a later date should be corrected.

Personally, as a member of the Medical Department, do not feel that we should be called upon to help pay for the medical treatment of a condition that was in existence before the employee became a member of our organization, and I believe that all the other members feel the same way. We have, however, met this situation more than half way relative to the removal of tonsils, for at the present time we do remove tonsils in those em-

ployees who have been in continuous service for five years or more.

To those of you, who have been fortunate enough not to have had need for our care and who have not recently visited our offices, I want to say a few words relative to our equipment etc. The Company was good enough to permit us to have a large amount of additional room and to completely rebuild our old quarters, so that at the present time we have a suite of fully equipped medical offices second to none. We have recently installed the largest and finest X-Ray machine which could be bought and which enables the Medical Department to go the limit in this respect.

#### Equipment Unexcelled

During my recent trip East I did not see a single office X-Ray equipment that equaled ours, and only the larger hospitals could compare with us in this respect. The employee should not think that the X-Ray is employed only for accident cases; in fact, a large amount of our work is directed toward the investigation of gastro-intestinal disease, lung trouble, diseased teeth, chronic back ache, etc. Dr. Kidder, who is an X-Ray specialist, second to none in town, also treats with the X-Ray many of the skin diseases formerly regarded as incurable or else curable only by operation.

We have also established a physiotherapy department in which massage, light and baking treatments and physical exercises are carried out under the direction of a specialist.

In addition to the above, we are equipped to properly treat many conditions in our offices that formerly required hospital confinement, thus saving the employee loss of time and the worry that often comes when the idea of going to a hospital is mentioned.

In other words, it is our desire to treat every employee as though he were a private patient capable of paying the limit for medical care, and I am certain that the doctors of your Medical Department are all agreed that nothing is too good when it comes to the treatment and care of the employee, whether it be laborer or vice president.

#### Man's Duty to His Fellows

A man without visible means of support comes under suspicion nowadays more quickly than he formerly did. The reason is that men who do not contribute to production have no right to take from it.—Grit.

**CITIZENS OF SANTA ANA  
COMMEND BUS SERVICE**

Many Santa Ana patrons are highly pleased with the service and comfort of the new Pacific Electric busses placed in operation at that point last month. The following letter from P. S. Lucas, Secretary of the Chamber of Commerce is characteristic of many expressions which have been made regarding our newly adopted standard bus:

"Since you first started your local Bus lines last summer we heard many complaints regarding "The Rough Riders" the hard uncomfortable riding busses of the P. E.

"Never did we seriously consider any of them because we realized that it was an experiment and felt that if it proved out, the P. E. would naturally improve its service.

"Our expectations have been fully realized and instead of offering you complaints, we are glad to heartily congratulate you on the splendid service you are now rendering our city.

"We particularly refer to the two fine new busses No. 21 and No. 22 which you recently put into operation here. They are a great improvement over the old bus and are roomy and comfortable and easy riding.

"I think I can truthfully speak for our whole organization, when I say that we are pleased with the new busses and appreciate the P. E. service. Please convey congratulations to your proper officials."

**NOTES FROM WAREHOUSE  
By Daniel Sanchez**

David Gleason is now with the Cashier's force. This is a good Department to be in and let us hope that he enjoys his new environment.

We are proud to have Miss May Stewart as our Telephone Operator. Service is what we needed and service is what we now have "nothin' else but."

The news of the death of David Dubin's father was received with profound grief. David's many friends extend their utmost sympathy in his bereavement.

Have you seen the new "rose." Miss Irene M. Rose was transferred from the Accounting Department to our office where she is now filling the position of Stenographer.

Leo Bodark, who has been employed in our office, recently left in order to get outside employment. He says office work does not agree with his health.

Arthur Bailey has returned to work after having been away for some time on account of illness.

**Some Fellows**

Some fellows stay right in the rut,  
While others lead the throng,  
All men are born equal, but  
They don't stay that way long.

**Efficiency Forms**

**PASSENGER TRAFFIC DEPARTMENT**

HAND TO		Date						
OAS	HOM	FEB	GHB	RLB	HE	MCB	HFG	

.....How about this.....  
 .....Investigate—report to.....  
 .....For your action.....  
 .....Note and return to.....  
 .....Note and file.....  
 .....See.....about this.....

Remarks:

**P**UBLICATION of different forms in the Magazine which the various Departments have found helpful in expediting office routine is suggested by Arthur Levin, Secretary, to the Passenger Traffic Manager. Mr. Levin writes:

"Without meaning to be presumptuous, the Passenger Traffic Department from time to time intends to offer suggestions on office routine, handling of correspondence, and so forth, as derived from the experience and observations of its members. The suggestion is modestly made that other departments who have worked out forms which have proven helpful, outline them in the Magazine.

"The accompanying form, the use of which is self-evident, considerably facilitates the handling of correspondence and is obviously a time-saver."

We concur with Mr. Levin in his timely suggestion and believe that there are any number of forms in use that could be adopted to good advantage by many departments and will gladly publish such forms when submitted.

**EMPLOYES' MASONIC CLUB IS GROWING LUSTILY**

Organized but eight months, the Pacific Electric Masonic Club now has a membership of 200, who represent 30 different states and 125 Masonic Lodges. The membership continues to increase each month and many interesting programs and talks have been made by men well versed in Masonic lore.

The Pacific Electric Masonic Club was organized August 8, 1922, for the purpose of fostering and cultivating a better fellowship and a closer acquaintance among the employes of the several departments of the Pacific Electric Railway Company. Any Master Mason in good standing employed by the Pacific Electric Railway is eligible for membership and an invitation is extended to all who are qualified. Applications for membership may be obtained from the Secretary.

Regular meetings are held at the Pacific Electric Club on the second Tuesday of each month, and in addition visits are made to the several lodges as occasion may require in order to confer degrees.

The officers of the club for the present year are: President, J. J. Staddon, Claim Department; 1st Vice-President, N. J. Nigh, Electrical Department; 2nd Vice-President, F. L. McCully, Transportation Department; 3rd Vice-President, E. A. Stevens, Mechanical Department; Treasurer, H. G. MacDonald, Executive Department; Secretary, L. H. Appel, Electrical Department.

In his statement, appearing on page two, Mr. Pontius has outlined simply and briefly several excellent reasons why a franchise should not be issued to the McAdoo bus interests. Read this statement carefully, several times, if necessary, and you will be able to discuss intelligently the most important phases of the issue.

**COMPARISON OF ACCIDENTS DURING FEBRUARY, 1923 and 1922**

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922	
Interference with vehicles .....	129	94	157	73	204	134
Collisions and interferences with cars.....	6	3	13	6	10	6
Persons struck by cars .....	6	6	7	5	3	7
Derailments .....	11	5	45	11	11	13
On and Off moving cars .....	18	9	12	22	21	27
Miscellaneous .....	33	17	47	18	47	24
Total .....	203	134	281	135	296	211
	I-69		I-146		I-85	
	1923-1922					
Interference with vehicles .....	490	301	63%	Increase		
Collisions and interferences with cars.....	29	15	93%	Increase		
Persons struck by cars .....	16	18	11%	Decrease		
Derailments .....	67	29	131%	Increase		
On and off moving cars .....	51	58	12%	Decrease		
Miscellaneous .....	127	59	115%	Increase		
Total .....	780	480	62%	Increase		

# Southland Ranks High as Lumber Market

## Tremendous Growth of District Makes Southern California Greatest Western Consumer of Forest Products

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

**F**OREST Products! To the railway rate clerk this term embraces many and varied articles. The term forest products will be found described in the many freight tariffs containing rates applicable on this commodity. The description from a rate standpoint includes anything from rough timbers to ships knees, and from sawdust to mine wedges.

It is stated that the United States consumes almost half of the world's output of forest products. Liberal use of wood in its many varied forms is just as vital to wholesome living and successful industry in the United States of 1923 as it was in the days of the big log cabin and open hearth. Wood is a necessity in producing our oil, in building and equipping our railroads, in manufacturing many of our staple commodities, in transporting a vast part of our commerce; and it always will be.

### Transportation Facilities

The vital feature of ample railway service for the distribution of commodities throughout Southern California has given us the advantage of continuous industrial growth. Southern California derives the advantages of unusual transportation facilities in the development of her resources, because of the network of railway lines of the Pacific Electric radiating in all directions from Los Angeles, the transportation services of which have greatly assisted in making available the many commodities so essential to the upbuilding and progress of a community.

The availability of a bulky commodity like timber in miles and routes of commerce is more important than the quantity. Thirty years ago the vast bulk of the lumber supply originated in the abundant forests of the Central and Lake States, and three dollars a thousand board feet paid the freight on the average lumber shipment into the city where consumed. Today, the great bulk of the lumber supply is coming from the far south or the far west.

There was originally 822,000,000 acres of virgin forest in the United States and after three hundred years of hewing, burning and shifting cultivation, it is authoritatively stated that there is only 138,000,000 acres of real virgin forest left in the United States. The bulk of our original forest lands lies east of the Great Plains, however, the bulk of our usable wood and timber supply is located between the crest of the Rocky Mountains and the Pacific

### Salient Points

**H**ERE are some interesting facts taken at random from Mr. Squires' article:

Lumber now ranks third as a revenue producer of all freight commodities handled by the Pacific Electric.

During 1922 a total of 1,397 cargoes were received at Southern California ports, not including San Diego.

Originally there were 822 million virgin forest acres in the United States; today there remains but 138 million acres. The average haul from forest to point of consumption is 485 miles.

Lumber handled by the Pacific Electric in 1922 was 100 per cent greater than during 1919.

In 1922 sufficient acreage was denuded by fire to construct 500,000 five room bungalows.

Ocean. Two-thirds of all the timber left in the United States lies west of the Great Plains.

Chicago is contended to be the greatest lumber market of the world. From 2,000,000,000 to 2,500,000,000 feet of lumber is said to enter Chicago every year.

The average carload of lumber marketed in the United States last year was hauled 485 miles. The annual freight bill on lumber has already reached \$250,000,000 and is climbing every year. In other words, the timber supply is gradually becoming more and more distant from points of consumption, resulting in the costs of transportation gradually increasing on account of the longer hauls involved.

The relative stands of timber in the Pacific Coast States, California, Oregon and Washington are the heaviest of any, and Southern California may be considered extremely fortunate in having available such an extensive timber supply at a comparatively short distance from its doors.

### Bulk Comes by Steamer

The ports of San Pedro, Wilmington and Redondo Beach furnish the gateway through which the vast bulk of our local lumber supply moves, although the through rail movement is appreciable. During the year 1922 there were 1,397 cargoes of lumber handled via water to the gateways of Southern California, 1,075 of which were cargoes of fir lumber originating in the Puget Sound District and

322 consisted of redwood from California's forest lands.

It has been estimated that there is no other single business in the country that is so far reaching in its collateral relations to other industries, as the lumber business.

While enjoying your morning grapefruit, glass of orange juice, cantaloupe or such deciduous fruit as you may prefer, you will be doubtless greatly interested as well as surprised at the part that the lumber industry plays in bringing these fruits to your table, as well as making possible the modern conveniences of today's civilization.

Some 10,000 cars of box shooK with an average of 25,000 board feet per car or a total of 250,000,000 feet of shooK, was necessary to box the fruits of California during the past year. In citrus fruits—oranges, lemons, grapefruit, etc., the movement is normally from 20,000,000 to 25,000,000 boxes annually. Canned goods of all kinds require about 12,000,000 boxes and cantaloupes about 6,000,000 crates. It is almost impossible to figure the amount of crates used in the vegetable business, particularly in Southern California.

### Growth of Lumber Industry

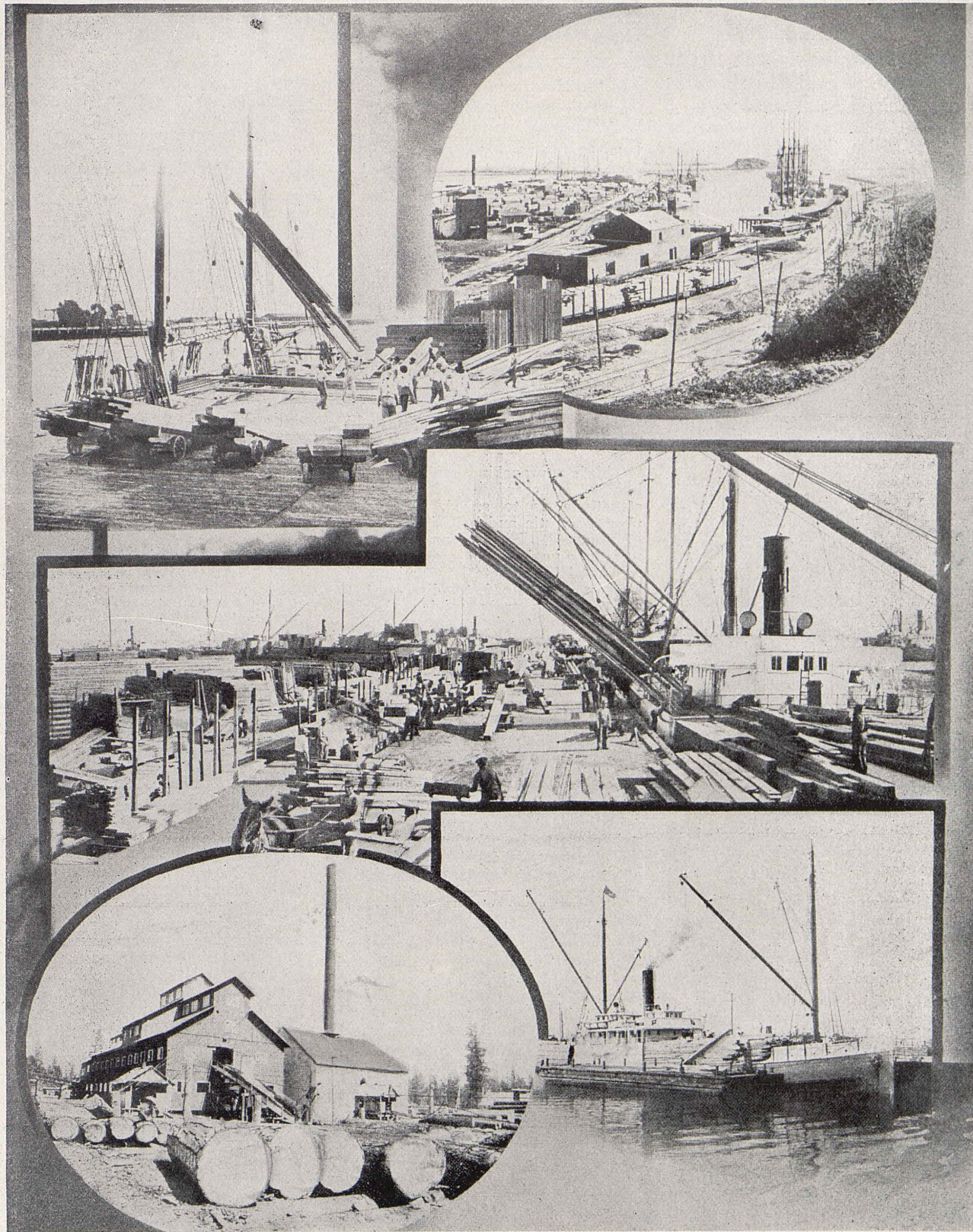
The increase in the number of lumber yards in Southern California has been remarkable during the past two years and it is an indication of the growth and expansion of this territory. There are now over 400 lumber yards in Southern California feeding the notable building activities transpiring in the southern counties of the State. During 1922 there were building permits issued in Los Angeles for 18,197 dwellings, capable of housing 28,033 families, or 112,132 individuals.

It is interesting to note the growth in this traffic handled through the ports of San Pedro, Wilmington and Redondo Beach, which reflects the increasing volume of building activities each succeeding year:

1918	521,278,007 feet
1919	716,210,065 feet
1920	892,174,010 feet
1921	790,501,847 feet
1922	1,398,947,679 feet

The lumber footage handled thru the Harbor District for the calendar year 1922 represents a value of approximately fifty six million dollars. Perhaps nowhere else in the world exists a compact and intimate territory, in area equal to that designated as Southern California, which has such wonderful capacity and wide range of products and with a big and constantly growing population, rich

# HARBOR HUMS WITH GREAT LUMBER ACTIVITY



Upper left, Unloading lumber at Los Angeles Harbor; upper right, Waterfront Lumber District; center, Stocking one of the large lumber yards; lower left, One of the mills supplying Los Angeles trade; lower right, Steamship bringing lumber to local yards.

resources, a harbor which is a port of call for ocean going and coast-wise steamships, abundant and cheap fuel and power, may well make Southern California known as the great western lumber market of the United States.

### HOW SAFETY IS ASSURED ON ECHO MT. INCLINE

In response to an inquiry from a Mt. Lowe visitor as to the degree of care exercised in the safe operation of cars on the Echo Mt. Incline, the following information was supplied as to safety inspections made and precautions taken, which accounts for a record of nearly thirty years operations without the semblance of a mishap:

The Mechanical apparatus on Echo Mt. Incline is gone over for safety inspection once each week. This inspection includes the close visual examination, also the ringing out by hammer test of all winding apparatus in the Power House for failures or fractures in wheels, gears, sheaves or any of the main hoisting features making up the entire complete apparatus.

Once each month the automatic clutches under each of the incline cars are tested by means of an apparatus by which the car can be held clear of the hoisting cable and dropped in the same manner as would occur if the pulling cable broke. This apparatus has always brought the cars to a full stop on the safety cables after running a distance of less than two and one-half feet.

On monthly inspections the automatic mechanism for applying the main brake on the holliday grip wheel is tested by hand, or by means of the car coming in actual contact with the track lever located just ahead of the car platform at Echo Mt. The action of the car coming on contact with the lever automatically applies the brake and also opens the breaker, cutting off the current to the 100 horse power motor.

The pulling cable is inspected at frequent intervals for broken wires. This is done while the machinery is stopped and is accomplished by means of the inspector sliding down the incline on a special device and feeling with his bare hands every foot of the pulling cable. These cables last from 3 to 4 years time and after they are discarded for use carrying passengers, are sold to outside parties for further use in lumber camps, mines, etc. which would indicate that we are not taking all the life of the cable in our service.

### Them Was Bullets

A pretty young thing from the city had been staying on a ranch up in the cattle country for a few weeks. Seeing some calves running across a pasture, she exclaimed, "Oh, what pretty cowllets!"

"Yes, miss," drawled a ranchman, pulling his mustache to conceal a smile, "they are pretty, but they's bullets."—Owenwood Magazine.

## TIMELY TOPICS FOR TRAINMEN

EVERY man who has driven an automobile must have been impressed with the danger that exists at railroad crossings," states F. L. Annable, General Superintendent. "To the Motorman running an electric car the foolhardiness of the auto driver who runs onto the track in front of his car seems absolute recklessness. Why should his point of view quickly change when he himself is seated behind the steering wheel of an automobile?"

"There are certain factors that make for safe operation over road crossings:

First, a clear view in all directions. Are there trees, brush or buildings which obstruct the view? In the case of the former, they may be trimmed.

Second, is there a warning signal at the crossing where it can be seen? Are regulation warning signs posted approaching the crossing? If the crossing is obscure and the volume of traffic heavy, a moving and audible signal may be needed, as well as the standard crossing sign.

Third, approaching train should be handled in accordance with special instructions as to speed, if any, and proper whistle and bell signals should be sounded. The importance of the whistle signal is so great that it is regulated by a state law, and no Motorman can afford to disregard the safety of his train and of persons crossing the tracks.

Fourth, the motorist should look, listen and stop, if necessary, before going onto the track to be sure there is no danger.

"The American Railway Association is again arranging for a four months' campaign this summer for safer operation over grade crossings, and the Central Safety Committee is preparing to join in this concerted nationwide movement. All employees, especially Motormen, and the general public are to be asked to unite to reduce automobile accidents on railroad crossings. Let us start AT ONCE."

Service would be considerably improved if all trainmen, particularly on the Watts line, would observe closely the matter of leaving terminals right on time. Just how this practice effects service is explained in the following communication from S. H. Cox, Asst, Trainmaster, Southern Division.

"Some of our trainmen on the Watts line do not seem to thoroughly realize the importance of leaving that terminal on time, particularly during the morning and evening 'peak,' when service on this line varies from two to five minutes.

"Crews leaving one minute, or even 30 seconds late, cause themselves considerably more work by carrying a part of their follower's load, and on account of this overload lose several minutes of running time. Before the delayed car arrives at the terminal it

is running on the time of the following car, causing passengers to complain about the service and overloaded cars.

"It is well known that numerous other causes for delays exist, which in many cases are unavoidable, but if all trainmen will pay strict attention to their leaving time and intermediate time points some of the delays on this line will be eliminated."

Many adjustments are being made each week by the Ticket Agent, Passenger Traffic Department, due to passengers not understanding the return limit of the week-end excursion ticket sold to the beaches. In most instances passengers are not aware of the difference between these excursion tickets and the regular ticket and inasmuch as the difference was not explained at the time of purchase the passenger is naturally provoked when Conductor refuses to honor the expired ticket.

Considerable annoyance and inconvenience will be saved many patrons if all concerned will explain the return date limit of the excursion ticket.

### PACIFIC ELECTRIC BUILDING IMPROVEMENTS TO BE MADE

Work is shortly to begin on complete interior alterations of the Pacific Electric Building, the major contracts having been let last month. The work involves an expenditure of approximately \$375,000. Twenty years ago when the Pacific Electric building was constructed it was considered the most handsome in its appointments of any building in the city and held that distinction for many years. The improvements and alterations planned will modernize it in every respect and again make it rank with any of the present downtown structures.

As a part of the alteration changes to be made, tile flooring and marble wainscoting will be the treatment of all corridors from the second to seventh floors, inclusive. One of the outstanding improvements will be the installation of a complete new system of elevators and elevator fronts on each floor. They will be equipped with every modern device, including air operated doors and latest stop and signal system. Another notable improvement will be the installation of new door unit construction with side lights at every office suite throughout the building.

The work will be performed under the architectural supervision of John Parkinson & Donald Parkinson, architects of this city, the major contracts being issued to W. H. Wurster, who has the general construction work in hand. N. B. Collins will supply and install the marble and tile work.



## HEARTY RESPONSE TO RATE SCHOOL BY EMPLOYEES

Having for its purpose the providing of an opportunity for employees of the freight and other departments to familiarize themselves with various freight traffic problems, the Pacific Electric Rate School held its first meeting last month. At the initial meeting forty-five agents, assistant agents and other Company employees enrolled, indicating a commendable desire of employees to increase their knowledge of the work in which they are engaged.

The class meetings held each week are devoted at the present time to the study of the rules and regulations of the Western Classification, also Exception Sheet of the Pacific Freight Tariff Bureau. In addition, one-half hour is set apart for open forum discussion on any traffic question brought up by members. Where questions arise which cannot be satisfactorily explained or disposed of, the matter is then referred to the Advisory Committee to report fully on the matter at the next meeting. In due time study will be made of matters relating to freight tariffs, their rules and regulations, interpretations, conference rulings and interpretations of the decisions of the Interstate Commerce Commission, as well as the California Railroad Commission.

At the first meeting, G. F. Squires, Assistant to Freight Traffic Manager was elected Chairman and A. E. Norrbom, Chief Clerk, Freight Traffic Department, was elected Secretary. The Advisory Committee consists of L. R. Guerra, Chief Rate Clerk, Freight Traffic Department, as Chairman, and Messrs. W. G. Knocke, Chas. Salazar, A. G. Owen and E. A. Rilcy.

There are no enrollment fees in connection with the school and it is open to all employees interested in these subjects. Those desiring to join the school are cordially invited to attend the meetings which are held each Tuesday evening at 7:30 p. m. at the Pacific Electric Club.

## HOJ.D IMPRESSIVE EASTER SERVICES AT REDONDO

Redondo Beach commemorated Easter with a beautiful and inspiring program of sacred and classical music in open air concert at the Music Plaza. An augmented concert band provided the instrumental part of the program, and a sextette from the well known Los Angeles Oratorio Society rendered some very beautiful vocal selections.

The stage was decorated with evergreens and lilies, and a large cross, in the center, completed a wonderful setting. In the evening the electric lights on the cross were lit. This added materially to the effect.

Notwithstanding the threatening weather in the forenoon, a large and appreciative audience was in attendance at both the afternoon and evening services.

# The Meaning of 'More Care'

By GEO. H. GRACE,  
Chief, Efficiency Bureau

**I**N THE March issue of the Magazine, we emphasized the need of more care on the part of motormen in avoiding traffic accidents, and again we repeat it, **USE MORE CARE!**

From some recent conversations with some motormen, I am led to believe that there are some who think they have reached the limit of carefulness and nothing further is possible.

However, our records show traffic accidents in increasing numbers, and a further analysis reveals that some motormen have more than others and that there are many who never have any accidents at all, and all are operating over the same lines. The question of experience apparently has little or no bearing on the issue, in view of the fact that some new men have fewer accidents than others older in service.

Considering this fact, we must believe that accidents are not due to inexperience, but rather to the lack of **EXTRA CARE**, while operating in districts where the possibilities of accidents are known to exist.

Heretofore, it was possible to evade the majority of traffic accidents by using ordinary care; but the vast number of automobiles now traversing the highways and streets, and parked along the curbs, has created a situation which makes it imperative that we substitute "**EXTRAORDINARY CARE**" for ordinary care if the accident record is to be lowered.

What is meant by **EXTRAORDINARY CARE**.

**LESS SPEED**, operating under absolute control.

Keeping a **SAFE** distance back of the vehicle ahead.

Being **SURE** of clearance when passing vehicles.

In knowing that every congested area is a **DANGER POINT**.

In applying **BRAKES** earlier when traffic jam occurs.

A more frequent use of **GONG** and **WHISTLE**.

In knowing that any automobile may do the **UNEXPECTED**.

In taking **NO CHANCES**; the automobile fellow will do that.

And, notwithstanding all your care, if there should come a time when you do have an accident, get all the witnesses possible. Urge your passengers and by-standers to sign the witness cards as a personal favor to you, that you may clear yourself of any liability.

Automobiles are becoming more numerous every day, which means an ever increasing army of irresponsibles, indifferent to the meagre traffic laws or to the rights of others. Everything depends on the care we exercise. Ordinary care will not meet existing conditions, therefore we must use **EXTRAORDINARY CARE**; begin today!

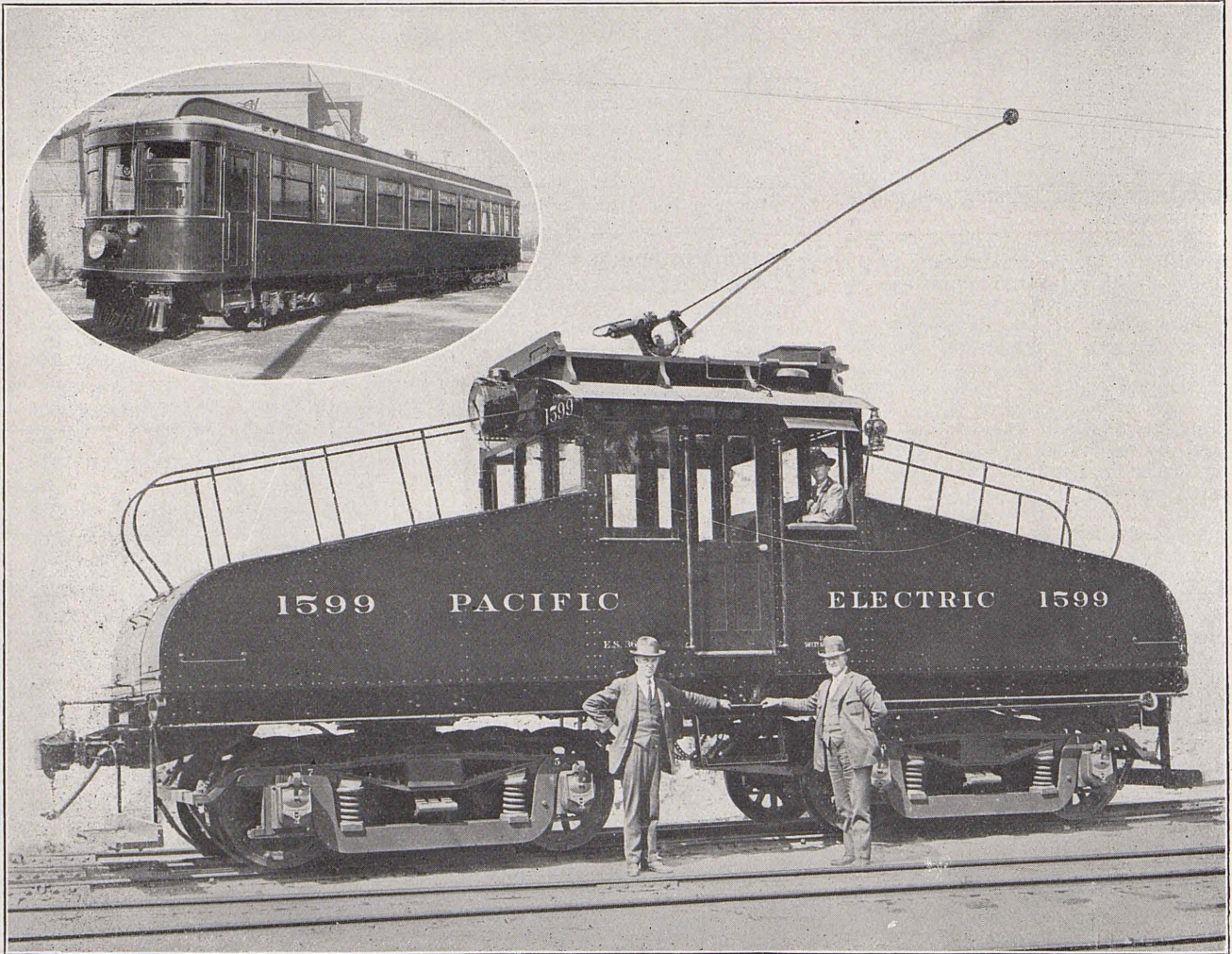
## NEW TORRANCE STORE YARD SOON TO BE IN SERVICE

Construction of 4555-feet of additional trackage to serve the new storage yard at the Torrance Shops is now in progress. This work involves an expenditure of \$42,000 and provides trackage facilities for the handling of materials to and from the two new warehouses and storage yard. The buildings and platform will be com-

pleted within the next few weeks and will cost in excess of \$25,000.

The new addition to the Torrance shops was made necessary due to the contemplated abandonment and removal of the Graham storage yards to Torrance and the increased volume of materials being handled each year. The new Torrance facilities will relieve the congested conditions of the store yards which has existed for some time past and materially expedite the delivery and shipment of materials.

## ANCIENT CAR SALVAGED FOR MODERN USE



Locomotive 1599, shown above, was built recently at our Torrance shops and put in switching service at the Los Angeles freight yards. The motors and control used in this locomotive were salvaged from the "Alabama," Mr. Huntington's palatial private car built in 1904.

**T**HE Torrance Shops has just completed and placed in service Locomotive 1599, it being a duplicate of No. 1600 built by the Pacific Electric in 1903. Many of the foremen and men who worked on the 1600 handled the work on the 1599. The frame and cab was built by the Bethlehem Shipbuilding Corporation at East San Pedro. The trucks, involving much heavy forging and machine work, were built complete in the Torrance Shops. The locomotive weighs 113,700 lbs. and is equipped with 4-200 H. P. motors and duplex multiple unit control. It has been placed in switching service along with the 1600 in the Los Angeles freight yards.

As a matter of interest the motors and control used on the 1599 were formerly in use on Mr. H. E. Huntington's private car, the "Alabama." This was a palatial parlor car 72 ft. long, built in 1904 by the St. Louis Car Company. At the time of the re-organization of the Pacific Electric

in 1911, the car was taken away by Mr. Huntington. In 1920 it was sold to a northern road and the equipment sold to this company. The equipment comes back into use at a time when our freight business calls for every available locomotive and will, no doubt, give good service for years to come.

### E. L. TAYLOR, VETERAN, DIES OF HEART FAILURE

A legion of friends were shocked and grieved to learn of the sudden death from heart failure of E. L. Taylor at his home in Phoenix, Arizona, on March 26th.

Mr. Taylor was one of the old Pacific Electric boys, having commenced work for this Company as Traveling Passenger Agent on August 1, 1908. On June 11, 1919, he left our Company to accept the position of Traveling Passenger and Freight Agent with the Arizona Eastern Railway with headquarters at Phoenix.

### ADDITIONAL WATER SUPPLY FOR ALPINE PLANNED

Authority has been granted and work will soon be started on extensive improvements to fire protection facilities for the tavern, cottages and other buildings at our Alpine resort. It is the intention to construct a 90,000 gallon concrete water tank, which will be equipped with pumping plant, water mains and fire hydrants. When completed this resort will be sufficiently equipped to cope with any emergency which may arise.

Increased business and travel to Mt. Lowe during the past few years has made necessary provision for additional water supply. This feature is to be cared for in the near future by extending Crystal Springs tunnel approximately 200 feet, which will assure a plentiful water supply throughout the year. In recent years during the dry season it has been necessary to haul palatable water by car from Echo Mountain.

# Functions of the Accounting Department

## How this Important Branch Facilitates the Work and Operation of Other Departments

By L. A. LOVELL, Auditor

**T**HE Accounting Department of an electric railway deals with a science that is exact, while other departments work more or less from the standpoint of estimates. The contact between the Accounting Department and other departments of the company is as broad as the business itself. The Accounting Department may prove to be most helpful to all other departments in any effort on the latter's part to secure low construction and operating costs, through the furnishing of the necessary details of cost allocated to the work under consideration.

The most important features in this connection center around the Engineering and Electrical Department requests for appropriations, mechanical shop accounting and the resultant investment and accounting, for the enormous stock of material and supplies necessary for the operation of an electric railway system the size of the Pacific Electric.

### Construction Appropriations

Requests for appropriations of every conceivable kind are prepared by various departments and passed to the Accounting Department for approval as to accounting features. The engineer dealing almost entirely with such matters from the standpoint of experience and judgment, it is not at all surprising that the two departments may sometimes be at variance on points bearing upon their joint duties. A little thought given by each to the requisite of the other fellow's work inevitably develops a sympathetic understanding. After final approval in the Accounting Department of requests mentioned, they are transmitted either to the President or Vice President for authorization. Records must be kept of such transactions both from the standpoint of future auditing and also for the purpose of accumulating the charges for both labor and material that will accrue as soon as the work is authorized. It is very important, therefore, that all expenses are properly distributed and placed on record and afterwards recast for the various purposes of the business. The various phases of a job from which charges accrue such as payrolls, material reports, work train service reports and freight charges must all be watched with the utmost care by all concerned, in order that the final charges to any one job will reflect the proper history of the transaction and analyze the various charges in connection therewith.

The task of auditing, recording and analyzing all transactions relating to work requires considerable effort and careful watching in order to have the finished records reflect the proper

### Preface

**T**HE responsibility and magnitude of the work of our Accounting Department is clearly shown in the accompanying article by Mr. Lovell, which will be found enlightening and well worthwhile.

Here are a few facts which you may not know regarding this important branch:

At this time it is composed of 195 employees.

It not only performs accounting for the Pacific Electric Railway, but for ten other Southern Pacific subsidiary companies as well.

Each month the department compiles 280 regular monthly statements, and in addition, numerous special, quarterly and annual statements are issued.

charges to the accounts. To accomplish this, a complete system of authorization, requisitions and work orders must be enforced where they have not already been put in effect, or where they have been treated in a perfunctory way. The work covered must be set forth very clearly and sufficiently described so that the records will always be self-explanatory and accurate when completed in the accounting department. As the work progresses, the engineering and other departments must exercise particular care that all charges are properly designated and assigned to the accounts to which they belong. When the charges are received by the Accounting Department, there must be no question as to their being placed against the proper authorization and accounts, and after the work is completed it must be certain that the cost will be shown in full.

The Accounting Department has the duty of seeing that proper overhead expense is entered on each construction job, in short to see that every angle of the job is covered in such a manner as to reflect a true statement of the facts. In other words, we must have cost accounting to establish our construction expenditures in a precise way and adequate records must be kept of all disbursements of funds. Unit costs are derived when the cost accounting system is complete. These unit costs will afford an opportunity for comparisons as to relative efficiency and economy with which the work has

been done, and also provide a more positive guide for future estimates.

### Caring for Depreciation

Every business that deals with man-made physical property must make provision for restoration of equipment and structures that are subject to wear and tear and likewise to accidents and unforeseen happenings. Such features are taken care of through the medium of depreciation charges based on rates decided as being the most practicable for the various type of equipment and structures.

The mechanical shops of a system as large as ours calls for a very careful study in order to secure the information necessary for the management and yet not be so complicated as to be clumsy in its functioning. The numerous requisitions covering material issues are received in the accounting department at regular intervals and after examination as to the accounts chargeable are priced, extended and collated and charges made in the records accordingly. This task entails considerable detail work and also the responsibility of seeing that proper accounts are charged, proper prices placed on the many items of material and that all charges are made when incurred.

Our various store rooms, in which our immense stock of some two million dollars is concentrated, and closely co-ordinated with the Accounting Department with the result that the thousands of invoices which pass, first from the Accounting Department to the store and then back again for payment, move with the least delay possible. These numerous invoices are accumulated, verified as to correctness, and vouchers prepared in the Accounting Department with the minimum of delay and passed on for necessary approval and subsequent payment. Records must be kept of each item in order to guard against duplicate payments at some future time due to lack of proper records being kept by firms and individuals with whom we transact business.

### Merits of Voucher System

A voucher system is indispensable to an efficient public utility accounting practice. The primary function of the voucher system is to secure for purposes of accounting record positive evidence of the payment of particular liabilities. This end is accomplished by the use of a form of voucher or voucher check so used as to secure a receipted bill. But as a system the voucher system consists also of a well ordered procedure for the verification and approval of invoices and for preparing, filing, paying and

indexing the vouchers issued upon them. In the main, the essential features of this procedure are the same wherever the voucher system is used. Through the medium of the voucher, the cash funds of a public utility are accounted for and safeguarded most carefully. The need for such care is self-evident. Yet money is valuable only as a medium of exchange and since a large proportion of our funds is used for the acquisition of materials and supplies, it follows that proper and adequate records must be kept to record the purchase and use of material and supplies, although this fact is not always so fully recognized or appreciated.

The accounting procedure in connection with our outside resorts is also very interesting and presents an angle entirely different from our strictly railroad business. In conducting resorts like Alpine Tavern, Redondo Beach and Urbita Springs Park it is necessary to secure very complete reports of all transactions in order to prepare statements for the management that will reflect actual conditions of these various facilities. Reports are furnished the Accounting Department at stated intervals from which entries are made which serve as basis for statements prepared to reflect the receipts and expenses of our various outside resorts.

#### Summary

To sum up in a general way after all the preliminary steps of accumulating charges through the various mediums or requisitions, reports, vouchers, etc., and posting of all documents, has been completed there remains the final task of preparing such statements as will reflect the financial status of the company as a whole.

The responsibility of the Accounting Department is a large one. Duties of an efficient accounting department require that it be interested in and know the facts of every part of the history and work of its organization. Good accounting requires it. Every department and every man must be drawn upon for the facts, if the accounting records are to be exact. This is a work of no small magnitude.

#### DECREASE NOTED IN CLAIMS FROM LOSS AND DAMAGE

At the last meeting of the Agents' Association, held on March 10th, E. T. Albert, Freight Claim Agent, gave an entertaining talk on the recent Freight Claim Agents' meeting at San Francisco.

The principal subject discussed at that meeting was "Loss and Damage Prevention." It was shown that railroads were spending large sums of money in prevention work, even to the extent of having traveling representatives throughout the country investigating and putting into action practicable prevention measures. From this practice they are realizing worthwhile results, since statistics show that a reduction of about 40 per cent in amounts paid for loss and damage through prevention bureaus has been made.

## Public Appreciation Expressed

### *Service and Courtesy Bring Their Reward*



**Motorman Jas. Conners and Conductor R. L. Patterson whose timely action and attention to duty resulted in saving life of drowning boy.**

**K** EEN alertness and prompt action on the part of Motorman Conners and Conductor Patterson of the Highland Line, resulted in saving the life of 6-year-old Rudolph Albright of Highland on March 14th. The timely and effective action of the crew alone saved the child from drowning, who upon being rescued from the muddy swamp water was revived and brought back to consciousness with considerable difficulty.

As his car was passing over the Harlem Springs trestle, Motorman Conners noticed the head of a child protruding from the muddy waters of the swamp below. Realizing the critical situation, he quickly applied the brakes and, together with Conductor Patterson, the two Trainmen hastened to the spot where the child was struggling frantically to keep from drowning. Conductor Patterson plunged into the water and upon reaching the child found he had lapsed into unconsciousness. However, when the little one was dragged to the bank and the two men had spent their utmost efforts, he was revived and taken to his home where he recovered from the narrow escape.

It developed that little "Ruddy" and two of his playmates had been fishing from the trestle and the east bound car coming around the Base Line curve was close upon them before they noticed it. In order to avoid being struck by the car, "Ruddy," in his haste, caught his foot between two ties and stumbled into the pond.

Superintendent Bradley addressed the following letter to Messrs. Patterson and Conners, commending the meritorious action of the pair:

"I wish to extend our hearty commendation to you for your prompt and effective action resulting in rescue of boy from the water east of Harlem Springs. Undoubtedly the

boy's life was saved by your assistance.

"This Company is proud to have a man of this character in its employ, and in addition to the saving of human life, you have shown the kind of spirit we appreciate in being alert to all that happens on or along the right-of-way, which is always of interest to us and often times proves to be very important in its effect on the interests of this Company."

A recent commendatory letter from Miss Nellie Kitchler tells of the courteous manner in which Conductor V. B. Brown of the Western Division performs his duties. An excerpt from the letter follows:

"Last Monday evening I was the recipient of very courteous treatment from Conductor 2116, on one of the cars going to Vineyard Street, and I think it is only fair that I should report it. We humans, as a rule, are only too eager to report faults and we forget that kindnesses should also be reported.

"I am sorry that I have to give him a 'number' instead of his name, as I thought—when too late—that I could just as easily have gotten the young man's name, however, that I unfortunately overlooked. I trust that there will be a way of letting this man know that his kindness was appreciated."

The courteous manner in which J. V. Scofield, Guide of the Orange Empire Trolley Trip performs his duties caused Mr. S. P. Way of the Hotel Trinity to address the following letter to Mr. Pontius:

"Today I went out on your Orange Special and I want to send this word of praise for the lecturer (Mr. Scofield) in charge. I don't know his name, but he is most certainly a very capable and courteous official. It is a pleasure to travel with such a gentleman."

#### It Doesn't Cost a Cent

Joke with him who jostles you,  
Smile on him who hurries you,  
Laugh at him who pushes you—  
It doesn't cost a cent.

Don't be carrying round a chip,  
Wink your eye and curve your lip  
And from life's sunshine take a sip—  
It doesn't cost a cent.

Don't be always the first to rile  
Your neighbor—give him a smile;  
It will cheer the dullest—while  
It doesn't cost a cent.—Star Echo.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held Wednesday, March 7, 1923, at 2:15 P. M.

The following members were reported absent: D. W. Layne, Henry Eggert, L. J. McGrath, H. C. Ward, L. F. Foegle, H. J. Delmar, E. S. Donaldson, R. M. Hyde, R. M. Cobb, S. A. Bishop, L. A. Lovell, C. H. Burnett, O. A. Smith.

### REPORT OF MANAGER

#### Club Fund

Balance, Feb. 28	\$1112.80
Receipts	1030.75
Total	2143.55
Expenses	1356.48
Balance	787.07

#### Relief Fund

Balance Feb. 28	\$ 411.34
Receipts	843.07
Total	1254.41
Paid out in relief	735.02

Balance 519.39

During the month of February four deaths occurred to employes who were members of the Mortuary Fund. Those who passed away are noted below, their beneficiaries receiving the amounts shown.

Fred N. Goodspeed	\$798.05
Lafayette Woodruff	798.05
Charles Ray	781.55
Jacob Friedman	781.55

#### Unfinished Business

After a thorough investigation of the matter, the Committee composed of Messrs. B. F. Manley, C. P. Hill and F. A. Shultz, reported that Mr. Wilson, who is a retired employee on the gratuity list was not eligible for membership in the Mortuary Fund.

The idea of stationing a nurse at Torrance for the purpose of treating minor injuries and accidents was again taken up, and the report was made that Dr. Weber is now making the final arrangements to have the nurse stationed there.

N. B. Vickrey, Manager of the Club, made a trip to San Pedro and Long Beach for the purpose of investigating the present condition of the pool tables. He made a report to Chas. Hiss, who placed requisition to have the tables repaired.

On account of considerable sickness, the entertainment for the men employes at San Bernardino was delayed until the first week in April.

As requested by Mr. Chase at the previous meeting, Mr. Vickrey inspected the different stations with the exception of Sherman and Ocean Park to gain some idea as to how the

stations are equipped with soap and towels. He reports the conditions as being satisfactory.

After trying out the idea of having a dance every other Thursday night, the Committee came to the unanimous conclusion that the dance program should go back to the old schedule of every Thursday night. Many of the members who attend the dances regularly say that the dance is the only benefit they receive from their membership, and they were very much disappointed with just having two dances a month.

#### New Business

The Manager placed the matter of getting new Club members before the Committee. Mr. Vickrey thinks that the Club members, and especially the Executive Committee members, are not as wide awake as they should be in regard to telling their fellow employes, who are not members, all about the conveniences, the entertainment, the acquaintances and sociability there is to be derived from membership in the Club.

We have one live wire, who surely does not neglect his duties along these lines in Mr. Merinkofer. Mr.

### CLUB MOVIE PROGRAM

#### Friday April 13:

Main Feature: "Back Home and Broke," featuring Thomas Meighan with Lila Lee.  
Comedy: Harold Lloyd in "Two Scrambled."

#### Friday, April 20:

Main Feature: "To Have and to Hold," featuring Betty Compson with Bert Lytell.  
Comedy: Harold Lloyd in "Chop Suey and Co."

#### Friday, April 27:

Main Feature: "My American Wife," featuring Gloria Swanson.  
Comedy: Our Gang, in "One Terrible Day." Aesops Fable, "The Farmer and His Cat."

#### Friday, May 4:

Main Feature: "Nobody's Money," featuring Jack Holt.  
Comedy: Range rider series, "The Drifter." Pol Parrott, "Soak the Sheik."

#### Friday, May 11:

Main Feature: "Racing Hearts," featuring Agnes Ayres.  
Comedy: Our Gang, "Saturday Morning." Harold Lloyd, "The Rajah."

Vickrey was very agreeably surprised one day to receive from Mr. Merinkofer 19 applications for membership from his department, which he had solicited in about 35 minutes work.

In order that all the new employes, and probably some of the old ones, may know of the Club and have an opportunity to join, it was decided to put the application blank in the P. E. Magazine.

Mr. Drake says that about fifty men have to wash in about eight bowls at his station at Macy Street. He suggested the installation of about eight new bowls, but nothing further was done about it. It will be discussed further at the next meeting.

The meeting adjourned at 3:15 p. m.

### P. E. CLUB BULLETIN

#### Tuesday, April 10:

P. E. Rate School at 7:30 p. m.

#### Wednesday, April 11:

Operating Staff meeting 10 a. m.

P. E. Rod & Gun Club at 8 p. m.

#### Thursday, April 12:

Regular Club dance in the Auditorium, 8:30 p. m.

#### Friday, April 13:

Regular Movie show in the Auditorium, 7:45 p. m.

#### Saturday, April 14:

Agents' Association meeting 8 p. m.

#### Monday, April 16:

P. E. Band Rehearsal, 8 p. m.

P. E. Chorus Rehearsal, 8 p. m.

#### Tuesday, April 17:

Northern Division Safety Committee meeting, 2 p. m.

P. E. Rate School, 7:30 p. m.

#### Wednesday, April 18:

All Division Trainmen's meeting at 8 p. m.

#### Thursday, April 19:

Novelty dance in the Auditorium, 8:30 p. m.

#### Friday, April 20:

General Staff meeting 10 a. m.  
Regular Movie show in the Auditorium, 7:45 p. m.

#### Monday, April 23:

P. E. Band Rehearsal, 8 p. m.

P. E. Chorus Rehearsal, 8 p. m.

#### Tuesday, April 24:

P. E. Rate School, 7:30 p. m.

#### Thursday, April 26:

Lucky Spot dance in the Auditorium, 8:30 p. m.

#### Friday, April 27:

Regular Movie show in the Auditorium, 7:45 p. m.

#### Monday, April 30:

P. E. Band Rehearsal, 8 p. m.

P. E. Chorus Rehearsal, 8 p. m.

#### Tuesday, May 1:

P. E. Rate School, 7:30 p. m.

#### Wednesday, May 2:

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

#### Thursday, May 3:

Moonlight dance in the Auditorium, 8:30 p. m.

#### Friday, May 4:

Southern Division Safety Committee meeting, 2 p. m.

Regular Movie show in the Auditorium, 7:45 p. m.

#### Monday, May 7:

P. E. Band Rehearsal, 8 p. m.

P. E. Chorus Rehearsal, 8 p. m.

**Tuesday, May 8:**

Western Division Safety Committee meeting, 2 p. m.  
P. E. Rate School, 7:30 p. m.

**Wednesday, May 9:**

Operating Staff meeting, 10 a.m.  
P. E. Rod & Gun Club meeting 8 p. m.

**Thursday, May 10:**

Regular Club dance in the Auditorium, 8:30 p. m.

**MECHANICAL DEPT. NOTES**

By Willis M. Brooks.

Announcement has just been received that Fred Campbell is the proud papa of a nine pound baby boy. "All three" are doing well. Congratulations, Fred!

Saturday night, March 31st, is a date that will linger long in the memory of the members of the Mechanical Department. It was on this night that they were entertained with a variety program at the Pacific Electric Club. Although it was on the eve of Easter and the weather threatening, there was a large attendance who thoroughly enjoyed the affair throughout the evening.

Among the entertainment features were selections by the Hawaiian band, cards, dancing, vocal solo by Mr. Watts, movie feature and a wrestling match. The wrestling match between Humerich, of Macy Street, and Purcell, of Torrance, furnished a very exciting ten minutes and ended in a draw. These two boys displayed an equal amount of cleverness and it would have been unfair to give either a decision.

Mr. Geibel introduced Mr. Pontius who gave a very enlightening talk on problems confronting the company, after which he joined in the festivities.

Refreshments were served at 11 p. m., which brought the entertainment to a close and many complimentary expressions were directed to Mr. Vickrey and his staff. Through these columns the Entertainment Committee wishes to extend their thanks to them for their kind assistance.

Sad indeed was the news of the death of Mr. Jacob Friedman, of the Air Repair Shop of Torrance, at his home in Torrance on March 3rd, 1923. Mr. Friedman had been with the Company for many years, having previously been employed at Macy St. and San Pedro before taking up the work at Torrance. He was very popular with his associates and leaves many friends to mourn his death. Mr. Friedman, affectionately called "Jake," was born in Newark, New Jersey; was 32 years old, and leaves a wife and three children. He was a great booster for the Pacific Electric Club and also the Mortuary Fund. The sincere sympathy of the entire P. E. family is extended to his loved ones.

For age and want save while you may; No morning sun lasts a whole day.—Benjamin Franklin.

**PACIFIC ELECTRIC RAILWAY COMPANY  
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME  
ACCOUNTS FEBRUARY, 1923**

Passenger Revenues .....	\$1,087,479.60	
Freight and Switching Revenue .....	405,667.35	
Other Revenue .....	77,823.88	
<b>Total Railway Operating Income .....</b>	<b>\$1,570,970.83</b>	
<b>Total Railway Operating Expenses:</b>		
Wages .....	\$728,757.44	
Other Charges .....	335,685.71	
Transportation for Investment—Credit .....	1,445.20	1,062,997.95
<b>Revenue, Less Operating Expenses .....</b>	<b>507,972.88</b>	
Depreciation .....	23,561.92	
Taxes assignable to Railway Operations .....	80,435.40	
<b>Total Depreciation and Taxes .....</b>	<b>103,997.32</b>	
<b>Revenue, Loss Operating Expenses, Depreciation and Taxes....</b>	<b>403,975.56</b>	
<b>Non-Operating Income .....</b>	<b>4,831.78</b>	
<b>Net Revenue .....</b>	<b>408,807.34</b>	
Interest on Bonds and Other Debt .....	330,181.91	
Rents and Miscellaneous Income Deductions .....	88,406.79	
<b>Total Deductions .....</b>	<b>418,588.70</b>	
<b>Net Loss for month .....</b>	<b>9,781.36</b>	
<b>Net Income for two months .....</b>	<b>5,799.52</b>	

**SOUTHERN DIVISION NOTES**

By F. J. Oriva

Motorman K. J. Bordelon, of the Newport Line, is building a 27 foot fishing launch and has planned many fishing trips for the coming season.

After an absence of a year, Conductor F. Espinose has returned to work. From his cheerful disposition, one can easily see how glad he is to be back with his former associates.

After bidding on the run for some time, Conductor M. M. Stankawicz finally has been assigned to run No. 39 on San Pedro-Gardena line.

Motorman W. Colley has the right idea. He says he is tired of paying rent to someone else and has now purchased a cozy little home in Watts.

They frequently come back. Motorman L. F. Heidorn resigned his position several days ago and is returning to his old home in St. Louis with the intention of staying.

Well boys, we have Motorman G. E. Rose back with us again. He stayed on the Long Beach line for three years before deciding that Los Angeles was the place for him.

**The Hack at the Cherry Tree**

A negro whose recollections of great men appeared to run back further than one listener could stand was finally asked rather sarcastically, "I suppose you remember when George Washington took the hack at the cherry tree?"

"O yes, sah, I 'member dat very well," replied the smiling dorky, "why! I done drove de hack."

**CALL ISSUED FOR NEW  
P. E. CLUB CHORUS  
MEMBERS**

Reorganization of the Pacific Electric Chorus was effected on Monday, March 23rd, and the following officers elected: E. R. Nelson, President; Mrs. John Brown, Secretary; Mrs. Bessie Lee, Librarian. Mr. Nelson issued the following appeal to employes to join and co-operate in every way to make an unqualified success of the undertaking:

"We are proud of the Pacific Electric organization and desire to make our chorus the largest and best that has ever been heard in Los Angeles. Our officials have extended to us their hearty co-operation and within the ranks of the 6,500 Pacific Electric employes there is a bountiful amount of talent to achieve our aims.

"If you sing now or have ever sung **join the Pacific Electric Chorus now** and become a member in time to sing in the big Cantata which we expect to give in the near future and rehearsals for which will commence at once. In addition to the enjoyment to be derived, valuable musical knowledge will be gained.

"Mr. Pontius has agreed to furnish free transportation to Chorus members, which may be secured by applying to the head of your department. Rehearsals are held each Monday evening at 8 p. m. in the Auditorium of the P. E. Club, where application for membership should be made."

# P. E. BALL CLUB JOINS LEAGUE



P. E. ball team members. Standing (left to right)—Bertelson, catcher; Dubose, pitcher; Burgess, pitcher; Levin, 2nd base; Leonard, 3rd base; Barnes, shortstop. Lower: Chapman, outfielder; Smith, first-base and pitcher; C. Hill, manager; Grant, Outfielder; Rachford, outfielder.

**B**EGINNING Saturday, April 7th, the Pacific Electric ball team is to compete in the newly formed Industrial League, Division A. The league is composed of the Hammond Lumber Company, Union Tool Co., General Petroleum, Scully Glove-makers, Western Wholesale Drug Co., and our own club. A series of fifteen games has been arranged, which will be scheduled each Saturday afternoon.

In the three preliminary practice games our team has had to date a good showing has been made, and Manager Hill is predicting that the team will be well up in the race at the season's close. "Lefty" Smith of the Freight Warehouse is to be given first choice as pitcher and that he has real ability in this line is evidenced by the fact that he was recently

given a try-out with the Portland team of the Coast League. Burgess and Dubose, who are fast rounding into shape, will prove able relief men should Smith fail at any time to hold the opposition. Leonard, Rachford and Chapman have proven the best hitters to date. The fielding of the team has been par excellence and with improved team hitting, which has not to date been up to standard, the team will undoubtedly make its competitors step fast.

Manager Hill is asking that employees interested in the game be on hand to lend the team its support, as a little encouragement does much to key the players up to their best efforts. By calling up the Pacific Electric Club the games scheduled and its location may be ascertained each week.

## WITNESSES PER ACCIDENT

The following statement shows number of accidents and number of witnesses per accident during month of March, 1923.

Division	Number of Accidents		Average Number of Witnesses per Accident									
	1922	1923	1922	1923								
Northern	130	225	4.0	6.7								
Southern	119	196	3.3	5.2								
Western	180	318	3.6	5.5								
System	429	739	3.6	5.8								
Division	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mch.
Northern	4.1	4.8	4.1	4.8	4.5	5.3	5.4	5.4	5.6	5.4	6.7	6.7
Southern	4.0	4.2	5.4	5.4	4.9	4.4	6.0	5.6	5.8	5.1	4.9	5.2
Western	4.4	4.4	4.5	4.8	5.2	4.2	5.5	5.7	5.0	5.2	5.7	5.5
System	4.2	4.5	4.7	5.0	4.9	4.6	5.6	5.5	5.4	5.2	5.7	5.8

## CHIEF COUNSEL ADDRESSES AGENTS' ASSN. MEETING

At the last meeting of the Agents' Association held on March 10th, Mr. Karr gave an interesting and optimistic talk as to the solution of many difficulties now confronting the management. He stated that the motor bus agitation was a matter of real concern, and it seemed probable that the issue would come before the voters in May. Should the proposed matter carry, he pointed out, a great deal of damage would result to both Pacific Electric and Los Angeles Railway.

He further stated that the Company had in view many major improvements to be undertaken during the next few years, and while there were many obstacles in the way, the outlook was encouraging. The majority of these contemplated improvements are solely to relieve the congestion in Los Angeles and would be a useless expenditure if motor busses were allowed to operate in streets after congestion had been eliminated by such improvements.

## FLIRTING WITH DEATH

The following from the Chicago "Tribune" is worthy of consideration by all who may be tempted to sample the stuff that is being sold as liquor:

"Anyone who buys whisky anywhere in this country is taking chances with disease, blindness and death. There is hardly any whisky being sold. It is poison. It takes the health, the eyesight or the life. The contraband trade in liquor has produced the worst villains and murderers the nation ever knew. They deliberately offer what they know to be poison. The only genuine thing about a bottle of whisky is the glass. Everything else from the liquid to the stamps is fraudulent and the liquid frequently is deadly.

"Each person has his protection in his own hands. He can be warned and not buy. He can be warned and refuse to drink, no matter by whom he is offered the drink or where. No one knows the source of the liquor except the cutthroat who concocted it.

## A VETERAN PASSES

John L. Van Hove, veteran substation operator in the Electrical Department, passed away after a lingering illness on March 27, at his home in Long Beach.

Mr. Van Hove entered the service of the Company July 5, 1902, and his record was one of faithful and unbroken service, and worthy of emulation. For the past fifteen years and up to the time of his illness, Mr. Van Hove was day operator at Dominguez Substation, one of the principal substations and power delivery points of the system.

The employees of the Electrical Department and his many friends in the Company extend their most sincere sympathy to Mrs. Van Hove.

## TAXPAYERS AND TRUCKS

The following editorial from the San Bernardino Sun explains some interesting features in connection with the use of State highways by commercial auto carriers:

"Getting something for nothing is just about as difficult as lifting yourself by your bootstraps. People who think they are getting something for nothing or for less than it is worth would do well to analyze the facts and see if they are not in reality paying an exorbitant price. For instance, in recent years there has been a great development of the commercial truck in intercity transportation. The commercial trucks are able to give service at less cost than the railroads can give it, within certain limits. The public thinks it is getting the service at less cost. But is it? That is an unanswered question. Our highly improved highways cost the public about \$30,000 a mile. Ordinary light travel is not very wearing upon them, but heavy truck service is exceedingly injurious. Here is the way one observer presents the economic question of the truck service and cost:

'If a heavy truck earns 50 cents per mile and damages the public highways to the extent of one dollar a mile and the shipper of freight saves nothing and the truck owner keeps the 50 cents and the taxpayer pays the dollar, where does the taxpayer get off?'

"On a highway that cost \$30,000 a mile to build, it is doubtful that a heavily loaded truck could traverse a mile of road without doing more than a dollar's worth of damage. In fact, many a mile of apparently first class highway has been ruined in one season by heavy trucks. This was particularly true during the war period when road repairs were not kept up. At any time, however, the upkeep of highways is greatly increased in cost by the heavy trucks.

"The whole subject is one on which, naturally, there is no definite information. It is practically impossible to determine the exact amount of damage any particular time. But there is much complaint that heavy traffic is rapidly destroying highways that would otherwise be good for many years for light traffic, for which they were built and for which most people use them. Some time we may learn with a fair degree of definiteness just how much the public is paying in order to give a few people cheaper transportation."

Old Got-rox owned a limousine  
Which cost a lot of dough;  
He had a notion in his bean  
That sixty miles was slow.  
But one day as he ripped along  
And neared the railroad track  
He failed to heed the warning gong—  
Alas, he won't come back!

## Handling U. S. Mail

*The following interesting account of the Pacific Electric's handling of United States Mail was contributed by Frank Farnham, Supervisor of the Northern Division:*

**T**HE splendid achievements of the Passenger and Freight Departments are known to all, but there is a minor, though not unimportant branch of our activities, without which the many thriving communities along our lines could never have reached their present state of development, this feature being the handling of the United States mails. By dog teams in the frozen North, stage coaches across the burning desert, and pony express riders over the broad plains, has our wonderful postal system led the way for civilization.

In our own Southern California, as fast as requirements have arisen, the Pacific Electric has been ready to supply the service, and so satisfactory has this been that no other section of our growing West is equally fortunate. We have 204 passenger trains each day, and two mail cars, both of which make three daily round trips. Upon these cars an average of 4,000 bags and packages are carried each day which is practically all the mail for the large territory covered by our System.

At Christmas time, the tremendous volume of mail taxes our best efforts. Additional cars are put on for this work exclusively, and for the two weeks before Christmas, it seems that every one on earth is sending a gift over our lines. We have taken a great pride in seeing that, as far as it lies within our power, no one shall be disappointed in not receiving their "Merry Christmas" on time. We have as high as 2,000 big bags in our baggage room at one time during this period, but so promptly has it been moved that we have received many compliments from the Railway Mail Service Department.

### Basis of Compensation

For this service, we are now paid by the Postal Department on a basis of number of pieces carried, and distance hauled. Each trainman handling any United States mail fills out a blank form provided for the purpose, showing the number of pieces and at what stations mail is picked up and delivered. When it is realized that our pay for this work depends upon the amount and distance carried, the importance of these mail reports is easily seen. The same care given to reporting tickets, way-bills, or other important papers should be given these mail reports. The Postal Department looks to us to keep account of this work, knowing that we will be the losers if it is not accurately and promptly done.

That this system of keeping close check on all mail moved has proven advantageous is shown by the de-

## KEEP A PULLIN'!

By Dr. W. C. Abbott

"Ef the tide is runnin' strong, keep a pullin'!  
Ef the wind is blowin' wrong, keep a pullin'!  
'Tain't no use to cuss and swear—  
Wastes your breath to rip and tear—  
Ef it rains or ef it's fair, keep a pullin'!

"'Though it's winter or it's May, keep a pullin'!  
Ef you're in the ring to stay, keep a pullin'!  
'Though you can't see e'en a ray  
Sun is bound to shine some day,  
Got to come fore long your way, keep a pullin'!

"When you're sick an' tired, too, keep a pullin'!  
Never low you're feelin' blue, keep a pullin'!  
Ain't no good in blamin' fate,  
'Cause you're workin' hard and late,  
Better say you feel first rate, and keep a pullin'!

"Fish don't bite just for the wishin', keep a pullin'!  
Change your bait and keep on fishin', keep a pullin'!  
Luck ain't nailed to any spot,  
Men you envy like as not  
Envy you your job and lot! Keep a pullin'!

"Symphy is just a fake, keep a pullin'!  
No one feels it when you ache, keep a pullin'!  
Only this is worth 'erwhile  
And you'll find it helps a pile!  
When the wind blows hard, just smile, an' keep a pullin'!

"Ef your runners strike bare ground, keep a pullin'!  
Don't give up and don't go 'round! Keep a pullin'!  
Wouldn't give a hoss his grain  
Ef he wouldn't break his chain,  
Back up prompt and pull again! Keep a pullin'!

"'Spouse yer haven't got a cent, keep a pullin'!  
Not a red to pay the rent? Keep a pullin'!  
Gettin' 'busted' ain't no crime!  
Corry, 'mighty!—That's the time  
Grit will make a man sublime! Keep a pullin'!

"Can't fetch business with a whine, keep a pullin'!  
Grin an' swear you're feelin' fine, an' keep a pullin'!  
Summin' up, my brother, you  
Hain't no other thing to do:  
Simply got to pull her through! So keep a pullin'!"

## United States Railroads

The United States has 264,373 miles of railroad, which is 35 per cent of the total railroad mileage of the world.

## SERVICE CHANGE

In order to provide additional train service in the morning and afternoon peaks, with 15-minute service to Glendale Station, 30-minute service to North Glendale and 30-minute through service to Burbank, the Glendale-Burbank Time Table No. 41 has been arranged, and became effective April 1, 1923.

crease in complaints from the Department, as well as the fact that we are now receiving \$63,941.90 per annum, a sum considerably more than when the volume of mail was estimated. While a considerable part of this increase is doubtless due to the ever increasing volume as our country builds up, it is safe to estimate that two-third of it is due to the care and accuracy with which it is being handled.



## WHERE ACCURACY AND EFFICIENCY PREVAIL



Members of the Timekeeping Office of the Transportation Department who do the necessary to make the "ghost-walk" twice monthly for Pacific Electric trainmen.

**H**ANDLING a pay roll of 2,000 trainmen is a task which does not come under the category of "indoor sports." To the lot of the Timekeeping Office of the Transportation Department falls the task of preparing semi-monthly a pay roll of \$350,000, covering compensation of Pacific Electric trainmen and 600 other employees engaged in station, office and supervisory work. Despite the tremendous amount of detail work necessarily involved in recording the time of employees engaged in train service the work is carried on with clock-like precision and an almost perfect degree of accuracy. The bureau is in charge of F. B. Eggeman, Chief Timekeeper and the work is of such magnitude that a force of fourteen assistants is required to keep pace.

Trainmen's timecards from the entire system are forwarded to this office, sorted as to dates, divisions, etc., and set up in numerical order, from which a "short" list is prepared. The cards are then checked as to time on and off and total time verified. If necessary to make changes the trainman concerned is notified so that he is able to keep an accurate check of time work.

Time is then posted and distributed as per Interstate Commerce Classifi-

cation, proper ratings allowed for work performed and balanced as to total hours shown on daily time cards and timebook. At the end of pay roll periods the total time is computed, extended, additions made and verified before being put on pay roll sheets, after which deductions are made and balance due shown. After being "re-capped" and copied the sheets are forwarded to the Auditor's office for checking. Then follows the distribution of labor charges, to the various account numbers, after which sheets are balanced and recapitulated.

In addition, it is also necessary to check time cards as to personal signatures, addresses, length of time off duty previous to time shown working, date and number of time cards, run numbers, etc.

Mr. Eggeman has an enviable service record of seventeen years with the Company, and served as Conductor and Stenographer previous to his appointment in 1909 as Chief Timekeeper. In that year a crew of four men, sufficed to handle the time-keeping work of the Department, as well as keeping mileage records also.

Sometimes we wonder if autos are responsible for the gradual disappearance of good, old-fashioned horse sense.—Exchange.

### MT. LOWE EASTER SERVICE HELD INDOORS

On account of the heavy rain, which started at 3 a.m., the Easter services, which are annually held at Inspiration Point on Mt. Lowe, were this year commemorated at Alpine Tavern.

Dr. Hugh K. Walker, minister of the First Presbyterian Church, of Los Angeles, preached the sermon and Dr. Thomas Gregory Burt, dean of Occidental College, read "God of the Open Air." An inspiring musical program was rendered by the Los Angeles Oratorio Society.

There were over 400 who joined in the devotional services. Later in the morning, after the skies had cleared, many of the pilgrims visited the granite pile on Inspiration Point where services have been held for many years.

In his statement, appearing on page two, Mr. Pontius has outlined simply and briefly several excellent reasons why a franchise should not be issued to the McAdoo bus interests. Read this statement carefully, several times, if necessary, and you will be able to discuss intelligently the most important phases of the issue.

# Development of Automatic Car, Air and Electric Couplers

## Present Equipment Insures Efficiency and Safety to Patrons and Trainmen

The article following, describing the history and development of automatic car, air and electric couplers was contributed by H. A. Crocker, mechanical expert of the Westinghouse Air Equipment Company.

**D**URING the earlier stages of the development of electric-traction equipment, the question of connecting two electrically propelled cars so that they might run together as a train received little attention. The only time when such operation had to be considered was in the hauling of a disabled car over the road; or, on rare occasions, the hauling of a light trailer car to meet unusual demands. For such service the primitive link-and-pin type of coupler was fairly satisfactory.

With the rapid expansion of electric traction during recent years, however, this condition is entirely changed. Two-car trains are becoming the rule rather than the exception, in most large cities. The traffic conditions which arise in this service become more and more complicated as we follow the progress of electric train operation, step by step, through its various phases, including city, inter-urban, subway, elevated, and finally the high-speed suburban service, which is rapidly being adopted, especially by those steam roads having large city terminals and heavy local traffic. To meet these more complex conditions, each part of the apparatus used must be correspondingly specialized and adapted to perform its functions in the most efficient manner possible.

When two or more cars are operated together regularly, the means of connecting them becomes of prime importance because of certain essential requirements which fall naturally into two groups under the following headings:

### Safety Feature

Safety, being the first consideration in all questions of transportation, must be secured to a maximum degree in coupler itself. With the Westinghouse Type K-1-A (on 600 class cars) also H-2-A (on 1200 class cars), Automatic car, air and electric coupler, this feature is made paramount.

Not only is absolute protection against accidental uncoupling assured, but the substitution of an unfailing mechanical device for more or less hazardous and uncertain hand processes affords a vastly increased protection to the railroad employee against unnecessary danger to life.

While the ordinary automatic car coupler accomplished much in this

direction, there still remained the necessity of going between cars to couple or uncouple the air hose. In consequence, almost as much risk as had previously attended the making up of a train. With the Automatic Car, Air & Electric Coupler this is completely avoided, the coupling and uncoupling of the draw-bars and air connections being accomplished **simultaneously and automatically.**

### Economy Phase

Economy of operation embraces two factors of equal importance to the successful handling of all modern transportation service: **Time and Maintenance.**

Past experience extending over a number of years, on many roads, has demonstrated that by the use of automatic couplers congestion at large terminals and delays in the making up of trains can be practically eliminated. Next to the increased protection to the trainmen, this feature commands particular consideration.

A further material saving, perhaps more tangible to the maintenance department of a railroad than either of the foregoing, is in the item of coupling hose. It is a fact familiar to every practical railroad man that a very large proportion of all defective hose removed from cars has been cut, torn, or strained due to carelessness in uncoupling, and permitting hose to pull apart, or dangle along the track. One large railroad has estimated the maintenance expense in the item of hose to be about two and one-third times greater with hand coupling than with the automatic coupler.

Another important saving accomplished by the automatic coupling of the hose, is less leakage of air from

the brake system and, in consequence, a reduced burden imposed upon the air compressor.

The important advantages which the Westinghouse Type K-1-A and H-2-A Automatic car, air and electric coupler possesses over the ordinary type of automatic car coupler with air connections which require to be coupled by hand are, therefore, as follows:

It eliminates the element of personal danger in coupling cars.

When locked, it is quite impossible to separate the couplings by accident while in operation, due to unevenness of track or other cause.

Should the lock of one coupler become deranged or defective the other is not affected in any way, as the locks are so designed that if one becomes defective the other prevents the uncoupling of the device except in the usual manner.

It couples and uncouples the car, air and electric connections simultaneously.

It largely reduces the time required to make up trains at terminals, or to couple to or uncouple from cars en route.

Reduces cost of operation by saving wear and tear on flexible hose.

Will automatically couple and uncouple cars of varying height, whether on straight or curved track.

When coupled all slack is eliminated, preventing severe shocks and damage to apparatus between cars.

Air connections are accessible, tightness is assured, wear, tear and breakage of gaskets practically eliminated.

Simple and strong in design; thoroughly practical and durable.

Coupling gaskets can be replaced with ease and quickly.

It may be coupled with any other type of coupler by the use of an Adapter Head.

## OUR POSTAL ESTABLISHMENT

The Postmaster General tells us that his 300,000 employes handle 1,700,000 letters an hour. They sell a stamp daily to over 2,000,000 people, and more than 9,000,000 stamped envelopes.

The annual turnover of our postal establishment is \$3,000,000,000. Their expenses are nearly \$600,000,000. Over 2,500,000,000 pieces are handled annually by parcel post.

And to show the monumental carelessness of the American public, the dead letter office finds every year \$55,000 worth of no claimant, in envelopes with no address or only partially addressed. This department handles 19,000,000 undelivered letters annually, the New York postoffice alone handling daily 250,000 misdirected letters.

Thus the taxpayers pay millions annually to correct their own carelessness.

If you want to die with your boots on—try carelessness.

### EQUIVALENT SPEEDS

The table below provides data showing the time per mile and distance traveled per second at varying rates of speed:

Miles per hour	Minutes per mile	Feet per second
10	6	14.67
20	3	29.33
25	2.4	36.67
30	2	44.00
35	1.71	51.33
40	1.5	58.67
45	1.33	66.00
50	1.2	73.33
55	1.09	80.66
60	1	87.99

# Call for National Guardsmen

## Exclusive Company of P. E. Employees In Need of New Recruits

In order to increase the ranks of Company B, 160th Regiment, composed exclusively of Pacific Electric employees, an urgent call for volunteers has been issued by Captain F. W. Nichols. During recent months a number of men have been lost to the organization due to leaving the Company's employ or transfer to work which prevented their attendance at evening drills, which are held once each week. So seriously have the ranks been depleted that the Colonel Instructor has stated that unless attendance increases, the company will be discontinued.

It is quite a distinction to have a company composed entirely of Pacific Electric employees, there being but one other National Guard company, wholly composed of railroad men. There are any number of young men in the employ of the Company whose duties require no night work and who would not only enjoy the work, but profit physically, as well as financially, from the physical exercises indulged in one night each week. It is the earnest desire to maintain an exclusive company of Pacific Electric employees, but if necessary outside recruits will be mustered in.

Here are some of the interesting features in connection with the functions and activities of the organization, which include twelve days encampment at Monterey each year, as explained by Capt. F. W. Nichols:

"The company meets each Tuesday evening at 7:30 p. m., and the time is usually divided into three periods: physical drill, 20-minutes; close and extended order, 30-minutes; parade, 20-minutes; company conferences, 20-minutes.

"We have one of the best furnished parlors in the armory, having just spent an additional \$500 on it. The men are paid every three months at the rate of one day's pay (regular army pay) for one night's drill.

"Each summer we have twelve days encampment which is enjoyed by every red-blooded man who can attend. We have the best cooks in the Regiment, and last summer at Monterey had better food than the officers were served.

"Our Company was the only company in the Brigade to be issued ball ammunition for a combat problem (30 rounds per man, 60 for the automatic riflemen), and no criticism was offered by any of the Regular Army observers, six of whom were just from the famous Camp Benning School, Company B, got 100 per cent grade every day on street, kitchen and tents. So, you see this is no rooky organization we are asking you to join. But we are a small company that wishes to grow by recruiting more Pacific Electric men. We want company employees because

they have proven themselves to be good soldiers.

"During the summer and fall we have one Sunday a month on the rifle range, transportation, meals and ammunition furnished. If you have never tried a high-power rifle you still have a wonderful thrill in store for yourself, for it surely is a thrill to see the white marker go up for a bull's eye at 600 yards, and to know that you have succeeded in placing the 150 gram ball in a 16 inch circle at more than the distance of four city blocks.

"Many people are thoroughly convinced of their inability to use a firearm with any degree of success without ever having tried. An interesting case is that of G. R. Scott of the Transportation Department, who insisted that he could not be taught to shoot with accuracy. After being coached but a few minutes, he made 43 hits out of a possible 50 at 500 yards."

Employees whose duties will permit are urged to apply for enlistment at Room 204, Pacific Electric Building. Those desiring to look over the Armory quarters at Exposition Park, will be accommodated by applying to Captain Nichols any Tuesday night at 7:30 p. m.

### A Sad Old Story

"You're a Socialist, are you not?"

"No Sir."

"What made you change your mind?"

"I had some funds that I had earned lecturing on Socialism. Some of my fellow Socialists found it out and decided it was time to divide even all around."

A discourteous reply by any employee ruins a trip for the patron.



### FREAK LAW IS OPPOSED BY ROD AND GUN CLUB

At the monthly meeting of the P. E. Rod and Gun Club, held on March 14, the Secretary read a communication from the Ventura Fish and Game Association with reference to the "Budget Bill" before the State Legislature, calling attention to the fact that this bill, if carried in its entirety, would restrict activities of the Fish and Game Commission, by placing a limit on its expenditures amounting to approximately \$200,000.00 less than the contributions to the Special Fund obtained through license fees from sportsmen for the protection and conservation of fish and game. After a few remarks by Messrs. Spafford and Grace, motion was made and carried that a resolution be adopted protesting against any measures which would divert any part of the amount secured through hunting and fishing license fees, and demanding that all receipts from such fees be devoted to propagation and conservation of fish and game. It was also resolved that a copy of this resolution be sent to the Governor and Senators, as well as representatives from Southern California, with the request that same be read into the records of the Senate and Assembly and that proper legislative action be taken to prevent any diversion of the Special Funds created from the sale of fishing and hunting licenses, and that every effort be made to prevent restrictions of the activities of the Commission in its work of propagation, conservation and protection of fish and game.

Mr. Wiggam suggested that arrangements be made for a shoot to be held on the first Sunday following each monthly meeting. This motion was carried and it was agreed that the first shoot would be held at the Vernon Gun Club on March 18th, this to be known as the "John Casner" shoot. Mr. Spooner volunteered to sponsor the April shoot.

In recognition of his great achievements of the past in the High Sierras, Mr. Spafford was presented with a wooden loving cup, Mr. Grace making a flowery presentation speech.

Secretary Hill suggested to conduct a larger attendance and stimulate more interest in the meetings, that the members participate in the drawing for a \$5.00 prize, same to be held on meeting nights when there are no other special prizes offered. It was moved and carried that this be adopted beginning with the April, 1923, meeting.

The matter of securing private traps for the Pacific Electric Rod & Gun Club was to be made the special order of business, but on account of the scheduled indoor pistol shoot and lateness of the hour, it was decided that this be carried over to the next meeting.

Electrician—"Watt" reaction do you get from 'ohm' brew?"

Engineer—"Well, it has a 'load factor' of about seven per cent, but it doesn't 'phase' me."

# Club Membership Drive Starts

## Manager Asks All to Aid in Bringing Membership to 5,000 Mark

WITH the aim to increase the P. E. Club membership to 5,000 active members, Manager N. B. Vickrey has issued a call for intensive action on the part of Executive Committeemen and all others who have the best interests of the Club at heart. Mr. Vickrey feels, and rightly so, that with the present number of employees the Club should and will have a membership of 5,000 if the proper support of his effort to build up the membership is forthcoming.

It seems hardly necessary to explain the many excellent features of our Club, but for the benefit of new employees suffice it to say that the Pacific Electric Club is part and parcel of the Pacific Electric family of employees. It is our Club—operated for our benefit and recreation. The membership dues of 25-cents per month do not begin to pay the operating costs of the Club—the management generously donates to its operating upkeep.

The Pacific Electric Club is the headquarters for all auxiliary societies

and activities of employees, such as the Rod & Gun Club, P. E. Masonic Club, Choral Society and others. The spacious club quarters are adequately and comfortably furnished for rest and recreation of members, being equipped with library, writing room, dance hall, movie equipment, pool tables, radio—in fact every modern club facility.

Another feature of membership in the Club is the right to participate in the Mortuary Fund—a death relief benefit by which the beneficiary of deceased is the recipient of 25c collected from each member of the Fund, which now amounts to approximately \$800.

Executive Committeemen and other members of the Club are asked to kindly co-operate and solicit among the immediate employees of their departments those who are not now club members and endeavor to get them to join. By filling out and addressing the application forms below to N. B. Vickrey, Manager of the Club, membership cards will be mailed to employees making application.

### APPLICATION FOR MEMBERSHIP PACIFIC ELECTRIC CLUB

To the Board of Governors, Pacific Electric Club, ..... 19.....

I hereby make application for membership in the Club under classification No. 2 of dues, 25 Cents per month, and pledge myself to support the Constitution and By-Laws of the organization, and abide by the rules made for the government of the Club.

Applicant

Employed in.....Dept.

At.....

### ORDER FOR DEDUCTION OF DUES

L. A. Lovell, Auditor  
Pacific Electric Railway.

This will authorize you to make a deduction of 25 Cents monthly from my earnings for the benefit of the Pacific Electric Club as my monthly dues thereto, said deduction to be transmitted by you to the Manager of the Club, and this order to remain in effect until revoked by me in writing with similar notice to the Club Manager.

Dept....., 19.....

### EIGHT CARDINAL REASONS FOR AUTO ACCIDENTS

W. R. Rasmussen, field representative of the National Safety Council, writes in the February National Safety News that his analysis of a large number of auto accidents in city driving convinces him that there are eight principal causes, and such an authority as Mr. Rasmussen makes it worth while to reproduce the causes and urge a close study so that some of the common street hazards can be eliminated:

1. Speeding.

2. Cutting in and out of traffic.
3. Passing a street car going in the same direction on the left side on a two-way street.
4. Passing a standing street car, taking on or discharging passengers.
5. Driving on street car tracks.
6. Not slowing down at street intersections or blind corners.
7. Following the car ahead too closely.
8. Trying to pass another car or street car going in the same direction at an intersection.

## Engineering Dept. Notes

By A. J. Guercio

The work of shifting the double track line on West 16th St. between Arlington and Victoria Aves. on the Venice Short line is in progress. Between Arlington and 7th Ave. the tracks will be shifted northerly, the right-of-way curbed, landings provided at the stops and the various street intersections paved across the right-of-way. From 7th Ave. to Victoria Ave. the tracks will be placed on 13-foot centers, occupying the center of the newly established West 16th St. Present center pole overhead will be replaced with span pole construction throughout.

On March 28th inbound track was placed in service across the new steel and concrete bridge over the Los Angeles river at Los Cerritos on the Long Beach Line, thereby resuming full double track operation over this structure and permitting the removal of the temporary mile of shoo-fly track.

The large oil companies are locating away from the water front at San Pedro due to the city of Los Angeles not permitting the storage of highly inflammable liquids in the congested harbor district. The companies will utilize the new spur track to serve their proposed tank farm and refinery.

The construction of a spur 1975 feet in length to serve the Pan-American Petroleum Co. at Watson on San Pedro Main line marks the establishing of a new industrial district north of Wilmington.

Union Rock Company are having installed siding 1505 feet in length at Home Junction on the Santa Monica Air line to serve a rock and gravel distributing center for the Sawtelle section.

Due to the city of Orange improving Lemon St., 743 feet of track between Chapman and Almond St. on the Orange-Marlboro line is being shifted to the center of street reconstructed and repaved.

Silence is the most satisfactory substitute for wisdom.

Laughing is the sensation of feeling good on the inside and then showing it on the outside—(Silent Partner.)

Industrial spur and team track 755 feet in length has been installed at Los Nietos on the Whittier line to serve the oil industries in the Santa Fe Springs district.

Two additional storage tracks, totaling 640 feet, are being installed in the Morgan Ave. yards, Long Beach, to provide additional storage space for passenger equipment.

## Trolley Shooters at the Traps

Sunday morning, April 18th, broke fair and shiny, finding twelve gun artists of the Pacific Electric Rod and Gun Club heading toward the Vernon Gun Club grounds to celebrate "John Casner" shoot day. Our old friend and honorary member, John Casner, was on hand early with a load of prizes and a handicap list which he kept securely hidden until the contest was over.

Whether it was the weather, the trap boy, or the blue rocks, the fact remains that as soon as our boys took their respective positions at the firing line, that old trap began belching forth broken birds at the rate of about ten bad ones for one good one. If there is any one thing that will test a shooter's nerve it is broken birds in the profusion in which they were sailing from the trap. It was a fine lay for flock shooting and after several intermissions the squad was finally moved to another trap where the slaughter was finished.

After the last bird had flown to his doom the scores were totaled with the following results:

B. F. Manley.....	88x100
W. J. Hodge.....	87x100
H. M. Williams.....	87x100
F. L. Manley.....	84x100
L. R. Spafford.....	83x100
K. L. Olfinger.....	83x100
J. M. Geopfert.....	76x100
H. Smith.....	74x100
W. B. Thomas.....	41x100
J. L. Smith.....	36x 50
J. F. Jenkins.....	23x 50

It was at this time that Casner pulled the mysterious handicap list

which added to the actual scores, distributed the prizes in the following order:

H. M. Williams, 1st Prize.....	Flashlight
B. F. Manley, 2nd Prize.....	Safety Razor
W. C. Hodge, 3rd Prize.....	Pocket Knife
L. R. Spafford, 4th Prize.....	Artificial bait
W. B. Thomas, Beginner.....	Gun cleaner

How our friend Casner figured his handicap is a secret that has never been divulged, but we know that it was all right, as J. G. Clark was on hand to see fair play.

This registers the close of No. 2 shoot of the Tournament season and we find team No. 1 standing order:

B. F. Manley.....	175x200.....	87.50%
L. R. Spafford.....	370x425.....	87.05%
H. M. Williams.....	87x100.....	87.00%
H. L. Wiggam, 1922 Average.....		85.61%
W. J. Hodge.....	513x600.....	85.50%
K. L. Olfinger.....	83x100.....	83.00%

As our article goes to press we learn that a certain well known shooter sneaks down to San Pedro on Sunday, March 25th, unbeknown to the rest of the gang and endeavors to regain position No. 1 which he was forced to yield at the last shoot and although he bettered his average, he is still some short and will have to try again.

April 22nd will be our next big day and Mr. Spooner of the New York Hardware and Trading Co. will have something up worthy to compete for on that occasion and the shoot will be designated "Spooner day shoot," the place,—Vernon Gun Club Grounds, the time—10:00 A. M. sharp.

## TOLEDO MAYOR SEES WRONG DONE ELECTRIC CARRIER

The city of Toledo has put the final stamp of approval on street cars as its transportation medium, having tried and found wanting the exclusive and competitive use of autobus. Mayor B. E. Brough recently made the following emphatic statements favoring three cardinal points advocated by electric railways:

1. A city's transportation system must be a monopoly. Busses are all right for feeder service, but they must all be in one system if the people are to get the benefit of low fares.

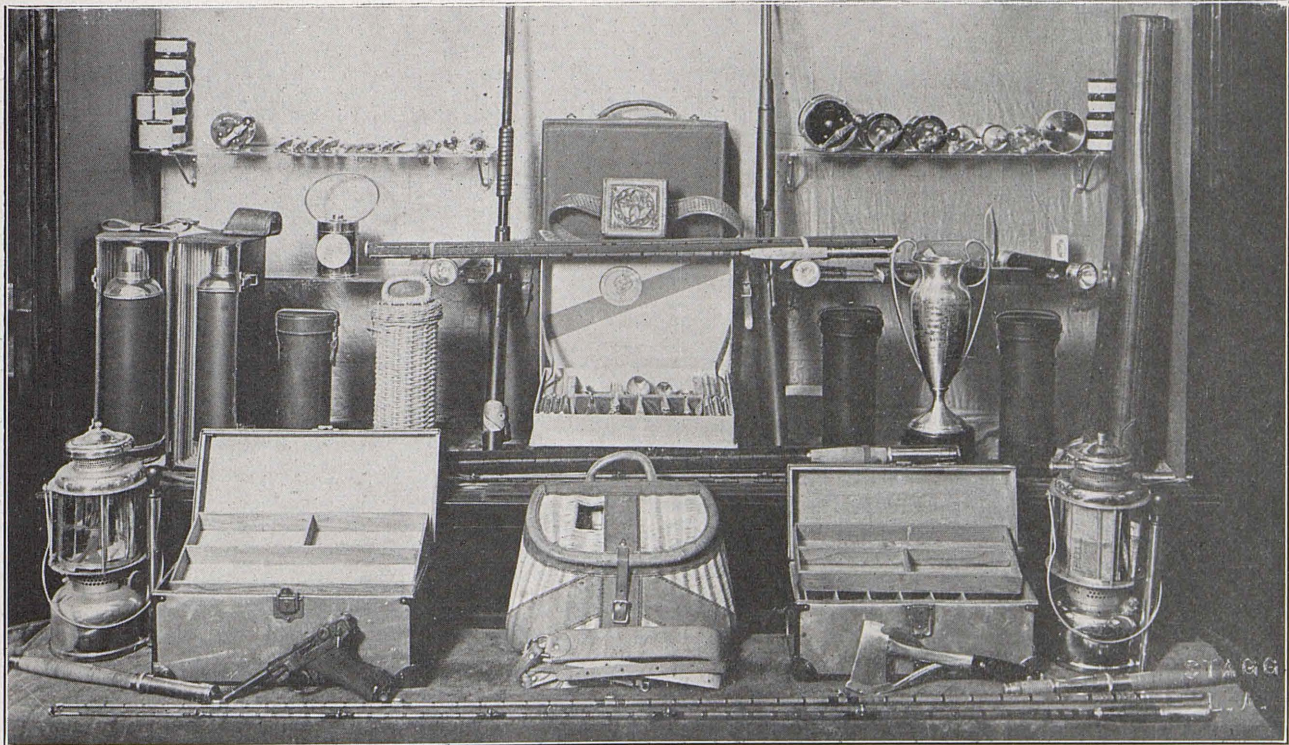
2. Jitney competition with electric street cars must stop. We have already seen jitneys take away some of the street car's business and that is unfair to the street car. Fares are virtually determined by the amount of business the street car company does.

3. The street car company should not be made to pay for paving between and on each side of the tracks. The streets are used by the general public and therefore in Toledo the general public should pay for this paving.

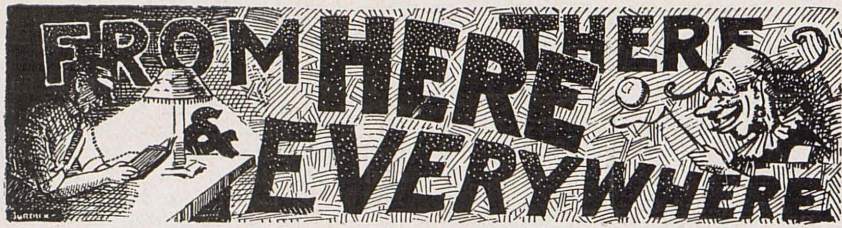
If such broad and sensible reasoning were applied in many cities throughout the United States where this question is now being agitated the best interests of the people at large would be served.

Sunday School Teacher—"Who was it saw the handwriting on the wall, Bobby?"

Bobby—"The landlord."



The varied assortment of forty-one valuable and useful sportsmen's prizes, shown above, are to be awarded to members of the Rod & Gun Club during the 1923 season. These trophies were contributed by the Club, sporting-goods houses and several individuals and represent an aggregate value of more than \$300.



### WISHING

Do you wish the world were better?

Let me tell you what to do—  
Set a watch upon your actions,  
Keep them always straight and true  
Rid your mind of selfish notions,  
Let your thoughts be clean and  
high;

You can make a little Eden  
Of the sphere you occupy.

Do you wish the world were wiser?

Well, suppose you make a start—  
By accumulating wisdom

In the scrap-book of your heart  
Do not waste one page in folly,  
Live to learn and learn to live;  
If you want to increase knowledge,  
You must get 'ere you can give.

Do you wish the world were better?

Then remember day by day,  
Just to sow the seeds of kindness  
As you pass along the way;

For the pleasure of the many  
May be oftimes traced to one,  
As the hand that plants the acorn  
Shelters armies from the sun.

—Author Unknown.

### A Word to the Wise

**D** is for Driver who lets his car run  
wild.

**E** is for Excuses made when an auto  
hits a child

**A** is for Ambulance that gathers up  
the scraps,

**T** is for the speedy Turn where many  
meet mishaps.

**H** is for little Hearse, for those who  
meet the worst.

It all spells DEATH for those who  
don't stick to SAFETY FIRST.  
—Trojan.

Let the other fellow talk occasion-  
ally—you can't learn much listening  
to yourself.—Exchange.

"It ought to be plain, and to any  
clear, fair-thinking person it will be  
plain, that it is as wrong and as mis-  
chievous and as foolish to be anti-  
railroad as to be anti-agriculture or  
anti-business, or anti-labor."—Chicago  
Tribune.

### Not So Good

Perfectly Well Meaning Old Lady:  
"Thank you so much for your song,  
my dear. It took me back to my  
childhood days on my father's farm  
and when I shut my eyes and listened  
to your singing I seemed to hear the  
dear old gate creaking in the wind."  
—Exchange.

Teacher—"Johnnie, give me a sen-  
tence using triangle in it."

Johnnie—"Next time you go fish-  
ing, try angle worms."

He was a young lawyer who had  
just started practicing in a small  
town and hung his sign outside the  
door. It read: "A. Swindler." A  
stranger who called to consult him  
saw the sign and said: "My good-  
ness, man, look at that sign! Don't  
you see how it reads? Put in your  
name Alexander, Ambrose, or what-  
ever it is."

"Oh yes, I know," said the lawyer  
resignedly, "but I don't exactly like  
to do it."

"Why not?" asked the client. "It  
looks mighty bad as it is. What is  
your first name?"

"Adam."

It was midnight. "Wow-wow-  
wow-wow," wailed the baby.

"Four bawls and I walk," replied  
the baseball papa.

### The Answer

Mark Twain in his early days was  
editor of a Missouri newspaper. A  
superstitious subscriber wrote him,  
saying that he had found a spider in  
his paper, and asked whether that was  
a sign of good or bad luck. The hu-  
morist wrote this answer and printed  
it:

"Old Subscriber: Finding a spider  
in your paper was neither good nor  
bad luck for you. The spider was  
merely looking over our paper to see  
which merchant is not advertising, so  
that he can go to that store, spin his  
web across the door, and live a life of  
undisturbed peace ever afterwards."

Experience keeps a dear school,  
but fools will learn in no other.—Ben-  
jamin Franklin.

When a man loses confidence in  
himself, he makes the vote unani-  
mous.—Exchange.

### Why She Crowned Him

Wife (with newspaper): "It says  
here that men grow bald because of  
the intense activity of their brains."

Hubby: "Exactly. And women  
have no whiskers because of the in-  
tense activity of their chins."

### Literal

"How far have you studied, John-  
nie?" inquired the teacher.

"Just as far as the book is dirty,  
Ma'am."

### Safety First

Teacher—"Johnny, if you don't be-  
have I'll have to send a note to your  
father."

Johnny—"You'd better not. Ma's  
as jealous as a cat."—American Le-  
gion Weekly.

The happy father of triplets ex-  
plained to a friend that he could only  
account for it by the fact that his  
wife had been to see the film version  
of "The Three Musketeers."

"Good heavens," replied the friend,  
"and my wife has just been to see  
"The Four Horsemen of the Apoca-  
lypse!"—Exchange.

### Appropriate

"Why did they select the stork to  
couple with the doctor? Why not  
the eagle or the owl?"

"The stork is the bird with the big-  
gest bill."—Kansas City Journal.

### The Maiden's Prayer:

"Dear Lord, I ask nothing for my-  
self—only give my darling mother a  
rich and handsome son-in-law."

"I pity no man because he has to  
work. If he is worth his salt he will  
work. I envy the man who has a  
work worth doing and does it well."

—Roosevelt.

### Revenge

"Mamma, when I say my prayers  
tonight may I pray for rain?"

"Of course, dear; but don't you  
think we've had enough rain?"

"Not quite. Jennie Jones is going  
to have a picnic tomorrow, and I  
ain't invited."—Selected.

### SAFETY LAST

In the hope that the auto driver  
who won't pay any attention to the  
"Safety First" slogan may give atten-  
tion to one favoring safety as a last  
resort, a Detroit man has written out  
a number of epitaphs which he sug-  
gests be kept handy and placed on  
the gravestones of speeders when the  
final crash comes—as it does come,  
sooner or later. You will be inter-  
ested in these epitaphs, because they  
contain more truth than poetry.  
Here are a few of them:

"Lies slumbering here one William  
Lake; he heard the bell, but had no  
brake."

"At fifty miles drove Arthur Pidd;  
he thought he wouldn't skid, but  
did."

"At ninety miles drove Eddie  
Shawn; the motor stopped, but Ed  
kept on."

"Down in the creek sleeps Jerry  
Bass; the bridge was narrow—he  
tried pass."

"Beneath this stone sleeps William  
Raines; ice on the hill—he had no  
chains."

"Here lies the body of William  
Jay, who died maintaining his right-  
of-way."

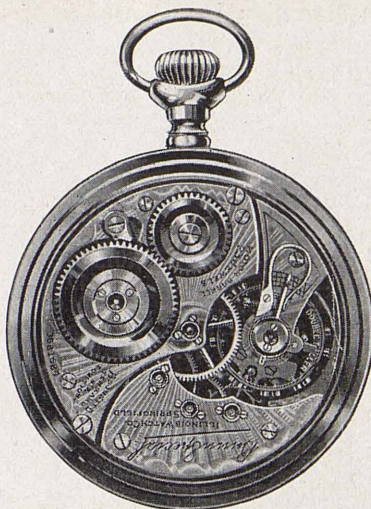
"Here rests the remains of Per-  
cival Sapp—he drove his machine  
with a girl on his lap."

"And here's what's left of Samuel  
Small; he paid no attention to slow  
signs a-tall."

"That ash pile there is Billy  
Hatch; he looked in his gas tank  
with a lighted match."

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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**

A S S E T S

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	<b>8,331,533.87</b>
<b>TOTAL</b>		<b>\$42,676,482.56</b>

L I A B I L I T I E S

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	
<b>DEPOSITS</b> .....	<b>35,597,483.37</b>	
<b>TOTAL</b>		<b>\$42,676,482.56</b>

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

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**OF LOS ANGELES**  
**Corner of Fourth and Main Streets**

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