



The Pacific Electric MAGAZINE



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No. 3



The Atlantic City of the West, Long Beach

Our Duty as Good Citizens and Employees

While the following article was addressed particularly to employees of the petroleum industry, having recently appeared in the Associated Oil Company's magazine, it likewise expresses the desirable attitude of employees of the Pacific Electric Railway and on account of its constructive counsel is reproduced in full.

AS EMPLOYEES of the petroleum industry, we can't remake the world in a day, but we can do our bit to safeguard our interests as employees and citizens. Our interests are constantly assailed by the professional agitator, the crank, and those people who are our enemies because we seem to be prosperous.

"Many employees of corporations are inclined to consider the Company as something other than themselves. We are the Company. Of course, there are stockholders, and though they control the financial policy, and to some extent the business policy, still we, the employees, are the actual Company, operating on capital borrowed from the stockholders. We hold the destiny of our Company and our industry in our hands; by our efforts, we prosper or fail. Incidentally, the industry provides our livelihood and we have the most to lose.

"It is up to us to recognize these facts and fight for our rights to gain our livelihood through the pursuance of a legitimate business. We can do this by being good citizens; by keeping up on politics; by taking an active interest in local and national affairs; by electing the best representatives that we can; by fighting the propaganda of the crank and our other enemies with the legitimate propaganda of common sense and justice.

"The average man is potentially just. It is when he is prejudiced, inflamed by passion, or misinformed, that he is not just.

"We meet men prejudiced against our industry. It is up to each of us individually to meet such prejudice with common sense, to try to get at the potential sense of justice in the individual and convince him that we enjoy a constitutional right as citizens to engage in the business which is our livelihood, unhampered by freak legislation fostered by cranks and our enemies. Such legislation is not only an injustice to us as employees of the various industries, but also a danger to all other private enterprises, as well as a 'set-back' to the development of industry by private capital."

1923 Picnic to be Banner Family Event

Best Time Ever is Aim of Picnic Corps and Plans Made Assure Success of This Year's Annual Outing

ARRANGEMENTS are rapidly nearing completion and promise to make the annual picnic to be held at Redondo Beach on Saturday, August 25th, using the characteristic words of the circus publicity man, "bigger and better than ever before." Contemplating the innumerable details incident to caring for the pleasure of the estimated 15,000 crowd, N. B. Vickrey, President of the Picnic Officers and Committee, completed his organization early last month, and has held several meetings and arranged for every contingency looking to make this event the most joyful gathering of Pacific Electric employees ever held.

Every employee who can possibly be spared from the service will be granted a day off from his or her duties and is expected to attend and join in the festivities that have been arranged. Unfortunately, all employees cannot be relieved due to our obligation to the public, but following the usual policy of the Company, those who cannot be spared from their duties will be granted a day off at a later date, with transportation for self and dependent members of family, together with free tickets to dance hall and bath house.

Pleasure for All

The Chairmen of the various committees have met on several occasions and threshed out every detail that could possibly arise and of the events that are scheduled every one present is sure to be able to indulge in the sport or recreation which best suits his or her fancy. Instead of awarding prizes this year as has been the custom in the past, cash prizes are to be given the winners of the various events and will be presented at the close of each contest.

To give an idea as to what is in store for us, the following are some of the events scheduled and arrangements made:

Numerous games and contests, with worthwhile cash prizes. The youngsters will be given ice cream, candy, souvenirs, etc. Forty gallons of ice cream has been ordered and if this amount is found insufficient, arrangements have been made to replenish the supply. Ten gross of spades and buckets for the youngsters to amuse themselves in the sand will be on hand. A comfortable nursery will be fitted out with medical attention and nurses available should any emergency arise.

Free tickets to the plunge will be available to employees and dependent members of their families and 5,000 are expected to enjoy a plunge in the fine bath house.

For the athletes practically every form of athletic diversion has been provided, including base ball, wrest-

SOME PICNIC DETAILS TO KEEP IN MIND

ARRANGE to get your transportation early.

Identification tags will be supplied upon arrival at beach.

Coffee and lemonade served free to all; ice cream, candy, sand buckets and shovels, souvenirs, novelties, etc., are free for the children.

A nursery in charge of competent physician and nurses will care for children in emergency. Lost children should be taken to the nurse:y.

Extra cars will be added to all regular Redondo Beach trains. Trains via the Gardena Line leaves 6th and Main Streets at: 7:20, 8:00, 8:40, 9:20, 10:05, 10:50, 11:50 a. m. and 12:50 and 1:50 p. m. Via Hawthorne: 7:45, 8:23, and 10:50 a. m. The last train leaves Redondo Beach at 11:40 p. m.

ling, boxing, shooting, fishing and tug-of-war. The base ball game will be played by the P. E. Club and the Mechanical Department and three teams will compete for honors in prize contests.

Special Music Arrangements

For those who indulge in dancing, Miller's orchestra of ten-pieces has been engaged. The class of music which is being rendered throughout the present season by Mr. Miller and his fellow musicians has been the source of much favorable comment. A cash prize will be awarded the winner of the old time waltz and an exhibition dance by youngsters recently appearing at Grauman's Theatre will be featured. Dancing will be indulged in during both afternoon and evening.

A liberal supply of coffee and lemonade will be available free for those bringing their lunches. Showing the volume of these drinks served last year it is interesting to note that 150-pounds of coffee, ten boxes of lemons, three sacks of sugar and three cases of canned milk were used. These quantities will be increased this year.

Several new and original prize stunts have been arranged; police and safety protection will be afforded; special music by the company band and vocal recital by the P. E. Chorus is to be rendered; Dan Toby will be on hand with his clever antics and pleasing manner in the role of Official Announcer; an information bureau will direct you—in fact, every conceivable arrangement incident to our

pleasure, comfort and safety has been threshed out by the Committee in charge of arrangements.

It will be helpful if all who expect to attend the picnic will make application early for transportation. This will avoid a last minute flood of pass requests and enable the Transportation Department in planning the volume of extra equipment and service required to handle the large crowd.

Work of Committee

The various committee-men will be designated by badges indicating their identity and it will be their pleasure to assist anyone in any manner whatsoever. Characteristic of the spirit manifested by those in charge of this event each year, the various members of the committees this year have entered into the work with a zest and enthusiasm which promises a gala time for all who are able to attend our annual family gathering.

The following is a list of the different Committees and their Chairmen, who will select their own individual committee-men:

President N. B. Vickrey
Treasurer W. A. McCammond
Arrangements Lou Somers
Athletics L. H. Covell
Baseball J. A. Bertelsen
Bathhouse G. W. Orr
Boxing L. A. Crooks
Children's Entertainment and
Concessions.... W. A. McCammond
Custodian of Prizes O. D. Harris
Dance J. L. Smale
Hospital Dr. W. L. Weber
Information H. T. Bennett
Music Earle Moyer
P. E. Rod & Gun Club.. B. S. Manley
Police and Order S. R. Florence
Publicity E. C. Thomas
Refreshments J. C. Clark
Secretary of Events.... H. D. Turner
Stunts L. Spafford
Tickets for Dance..... S. A. Shoultz
Transportation C. P. Hill
Tug of War J. M. Geopfert
Wrestling J. J. Humerich

GOVERNMENT OWNERSHIP IN CANADA UNSUCCESSFUL

After three years' operation under government ownership of railroads, Canada is in a peculiar plight:

Business of the roads has increased 3.9 per cent.

Number of employes has increased 60.3 per cent.

Service per employe has decreased 35.1 per cent.

Efficiency by ton and passenger mile test has declined 43.3 per cent.

One hundred millions of dollars loss annually must be met by increased taxation.

In the United States, under private management, the railways showed an increased efficiency in 1922 of 18 per cent over 1920.



Trolley Break Causes and How to Reduce

Many Uncontrollable, But Observance of Rules and Co-operation of Trainmen Will Cause Material Reduction

By L. H. APPEL
Electrical Department

THE elimination of trolley breaks is one of the many problems incident to the maintenance of overhead lines and one of prime importance.

The causes of trolley breaks are relatively few, which theoretically should reduce the problem to one of comparative simplicity and of easy solution, but unfortunately the contributing causes are not altogether controllable by those responsible for the maintenance of the overhead.

The subject of trolley breaks has received the attention of the electric railway industry since the advent of overhead trolley lines, but probably at no period in as intensive a manner as at this time. Rapid advances have been made in the industry and paralleling these advances have been the heavy and increasing loads due to increased service requirements, all of which has not only increased the possibility of breaks, but added to the seriousness and hazard of every break.

The number of trolley breaks on the Pacific Electric system averages less than one per day from all causes, and this average has not exceeded one per day during the past ten years. During this period a careful record and analysis of the breaks has been made as they occur, and as a consequence the causes can be considered as being fairly well understood. It is with this knowledge that the constant effort is being made to reduce the breaks to the absolute minimum consistent with existing operating conditions, line construction, available material and facilities.

Why Copper Is Used

Copper wire is used principally as the trolley contact wire and conductor on account of its higher conductivity and other desirable inherent characteristics. In addition, from the economic point of view, copper has a relatively high salvage value. Steel and alloy wires are also used for trolley contact wires, but it has been the experience on the lines of the Pacific Electric Railway that

copper wire is the most satisfactory, all normal conditions considered. There have been conditions existing in the past, (and may exist in the future) which justified the use of steel wire, and in fact there are certain locations where its use is yet to be recommended.

The principal cause of trolley breaks, amounting to fifty-five per cent of the total on the system, is due to the crystallization of wire at the clips or ears supporting the trolley wire. "Crystallization" has been the term applied to describe the phenomena which results in the wire failing due to repeated stresses

characteristics that will meet the demands of the service to a greater degree than at present. The present day requirements have increased many fold, and therefore increasing dependence must be placed on the overhead trolley system.

New Wire Not Impervious

Anticipating breaks due to "crystallization" or fatigue to any degree is practically impossible, as without exception the wire snaps suddenly and the failure usually occurs immediately adjacent to or under the clip. Under identical operating conditions, a break is as likely to occur, and does in a large percentage of the failures, with comparatively new wire of recent installation and full section, as with wire of reduced section which has been in service for an extended period. And further, varying results are obtained with wire of different manufactures purchased under identical specifications. All of this, it would appear, should justify the assumption that there is some property of the metal that is apparently as yet uncontrollable.

Second in the list of causes of breaks, amounting to twenty-seven per cent of the total, are burndowns, and pull-

downs both by car crews and foreign interferences. This class of breaks may be considered as both controllable and uncontrollable. They are controllable to a large extent as far as car crews are concerned, but uncontrollable as they relate to foreign interferences. This refers to breaks caused by movement of steam shovels, houses, and other equipment and structures under our lines without notice. Burndowns due to impaired foreign line clearances can be eliminated to a large extent by rigid inspection of line conditions. Proper handling of trolleys when taking cross-overs and turning trolleys will materially reduce the greater portion of the burndowns by crews.

Next in their order of occurrence are breaks due to defective factory splices or welds, and flaws in the

What Can Trainmen Do Toward Reducing Trolley Breaks?

Minimizing trolley breaks is not only highly desirable from the standpoint of safety and reduction of operating costs, but also from the fact that considerable interference with service frequently results, which in the final analysis is another dollars and cents charge to this troublesome operating feature.

Here are some fundamental precautions, which if rigidly observed by trainmen, will aid materially in reducing trolley breaks to a minimum:

IMMEDIATELY stop train when trolley is lost. Wild trolleys are the most destructive source of overhead trouble. Stopping quickly reduces pounding of overhead and possibility of "tear-downs."

Report defective overhead conditions immediately to Dispatcher, who is constantly in touch with line crew.

Use care in handling trolley in taking cross-overs and backing through overhead special work.

Loose trolley ropes are a source of loose hangers. Avoid loose ropes by keeping in catchers.

Report defective trolley wheels and bent poles.

caused by the hammer blow of the trolley wheel at the point of support. The term originated with the earlier theory that the repeated stresses caused by the hammer blows resulted in the wire becoming crystallized locally—that is, at the point of blow. This theory has now been discarded. The cause of the failure formerly attributed to crystallization is now said to be due to fatigue of the metal, the repeated stresses causing the gradual breaking down of the crystalline structure.

Under the former theory, hardly any relief could be expected from the wire manufacturers, but under the later hypothesis, a solution may at least be hoped for. It may be that further research into the properties of copper will result in a copper trolley wire being developed of such

trolley wire. They are manufacturing defects not discernible at the time of stringing the wire, but in all cases charged as breaks, the defects have not developed until after the wire was placed in service. This type of break amounts to approximately 5 per cent of the total.

Breaks due to worn wire amount to two per cent of the total number. This class of breaks theoretically should be entirely controllable, but in maintaining in excess of 1115 miles of trolley wire, due consideration must be given to the economic life obtainable from the wire. The wire should not be renewed unnecessarily, and therefore in endeavoring to maintain an economic balance, these breaks due to worn wire represents the degree of failure to attain that condition. Greater watchfulness on the part of the line crews will reduce this item.

Other Causes

The remaining causes are classified as "miscellaneous" and include breaks due to wire pulling out of switches and splices, burn-downs due to failure at feed-in-clips, and all other causes. This class of breaks ordinarily requires a close examination to determine the exact cause. Breaks at switches may be due to trolleys hooking into them due to switch out of alignment or bad order trolleys. Failure at feed-in-clips is chargeable as an overhead defect, as it is usually due to a loose connection.

This, in brief, covers a few of the salient points of an extensive subject and important matter, which to cover adequately would require several articles in addition to this one. The purpose, however, is to point out the necessity of active cooperation by all concerned in order that the number of controllable breaks can be materially reduced. The overhead is being constantly inspected by the line crews in order to eliminate conditions discernable by observation, but the train crews and others concerned should consider it an obligation to assist. Immediate reporting of loose hangers or other defective conditions, care in handling the trolley, and of greatest importance, stopping of cars and trains in the event of a trolley break or loss of trolleys, will aid to materially reduce overhead damage.

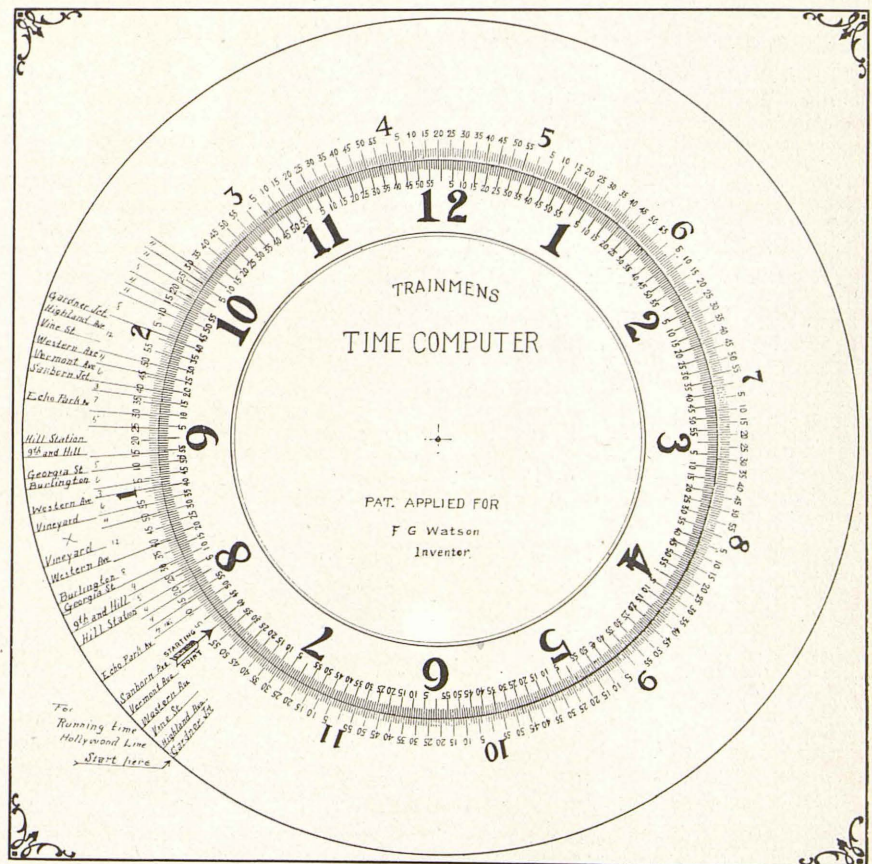
Both Experts

A motor car driven by a very determined-looking young lady had just knocked down a man, fortunately without injuring him. She did not try to get away, but stopped her car and faced him.

"I am sorry it happened," she said a bit grudgingly. "You should take more care when you are walking. I am an experienced driver. I have been driving a car for seven years."

"Well," replied the victim, "I'm no novice myself. I've been walking for fifty-seven years."

Clever Device Computes Time



The clever device above computes with absolute precision the time of Trainmen without resorting to mathematical calculations and was originated by F. G. Watson, Conductor of the Western Division.

RATHER technical in appearance, but quite the contrary when understood, is the ingenious device above patented by F. G. Watson, Conductor of the Western Division. By its use the "on" and "off" time of Trainmen, the figuring of which is sometimes quite perplexing to those not mathematically inclined, is determined in a flash and with a positive degree of accuracy.

The center piece is a revolving clock upon which each hour of space has been divided into sixty minutes. Circling the clock is scale so arranged as to mathematically harmonize with clock dial. To measure intervals of time one needs only place clock dial at any given minute of the day and opposite any other clock minute on outer scale will be recorded the hours and minutes of elapsed time. For instance, to determine the hours and minutes between 8:35 a. m. and 3:23 p. m., the clock dial is turned to 8:35 and immediately opposite 3:23 on the outer scale 6 hours and 48 minutes is shown as the difference in time.

The device has another feature of merit. To the left is seen some "time points" also harmonizing into the scale by which it is possible for a trainman to immediately discern the running time between any two given

points and at what minute his train should pass any certain point.

While the device will not be of great assistance to men on steady and regular runs, to new men on extra list and others changing runs, it will prove of considerable aid in computing their time. Mr. Watson is hopeful that his computer will be useful in other industries where figuring of time is indulged in to any extent. He has received considerable encouragement from a local firm dealing in instruments of a similar nature and his employee friends are hopeful that his keenness will bring lucrative results.

Pleased His Mother

Mrs. Potteet: "I hear that your boy, Pod, who's off to college, is givin' a good deal of his time to Ma Jongg and the like."

Mrs. Dismuke: "Well, I'm thankful he pays so much attention to the old ladies, instead of runnin' around with the flappers or playin, any of those gamblin' games."—Exchange.

The thing for us all to remember, whether we are employers or employees, is that wages have to be earned before they can be paid.—Leighton's Magazine.

The Grade Crossing Problem

Vice President Discusses Activities of Company and Willingness to Co-operate Fully

The following statement by D. W. Pontius, Vice-President and General Manager, dealing with grade crossing accidents and prevention, was given to the press on June 18th. It clearly shows that our Company has done and is doing everything possible to minimize accidents at grade crossings, and is willing to co-operate to any reasonable extent with City, State and civic bodies.

THE Pacific Electric Railway was designed to be and in fact is, the main distributing system of transportation in Southern California; it is one of the adjuncts of the City of Los Angeles and its success and to a considerable extent the success of the territory through which it operates, depends upon rapid transit. This Company has at all time exercised a high degree of endeavor to attain safe operation; it has been in the fore-front of the railroads of the United States in adopting safety devices and it was through its instrumentality that the present type of automatic flagging was developed to its present high degree of usefulness.

"The only way that accidents between trains and automobiles can positively be prevented is by separation of grades and in this the Pacific Electric is willing to join in conference at any time and co-operate with the State Railroad Commission, city authorities, Automobile Club of Southern California and other organizations to any reasonable financial bounds.

"The Pacific Electric has agreed to pay its share for the separation of grade crossings along the Los Angeles River, for which the City of Los Angeles voted bonds to the extent of \$2,000,000 at the recent June election. Co-operation of the public and State and municipal authorities is absolutely essential in the separation of grade crossings.

Safety Activities

"The Pacific Electric is doing everything possible to prevent accidents at grade crossings. We have installed along the lines, at 304 crossings, automatic wig-wags, and will at once commence installation of 60 more. The automatic wig-wag is the most efficient protection of all provisions that can be made at grade crossings, far more efficient than a human flagman. We are now arranging to install additional standard crossings signs at 1000 crossings not so frequently used.

"The building of the over-head from the rear of the Pacific Electric Sixth and Main Street station, across the river to the private right-of-way at Aliso Street, and to the private right-of-way of the Long Beach Line at Fourteenth Street, would separate 60 Pacific Electric grade crossings. We are willing to proceed at once. This separation of grades is tied up with

the Los Angeles & Salt Lake—Southern Pacific—Pacific Electric plan for the joint use of the Southern Pacific station by the two steam lines, and is before the Interstate Commerce Commission and the United States Supreme Court in connection with the proposed union depot at the Plaza.

"At the recent hearing before the Interstate Commerce Commission held in Los Angeles it was suggested that fifty per cent of the car movements on Alameda Street could be removed within 90 days if the City of Los Angeles would permit the Los Angeles & Salt Lake Railroad to enter the Southern Pacific station temporarily from the south and grant necessary permits for the Southern Pacific Company to take its through freight trains off of Alameda Street and route them along the east side of the river. This, together with the viaducts along the river, would largely solve the steam railroad grade crossing problem in the industrial district.

"If the plan for a union depot at the Plaza was eliminated, the railway companies would be in position to go ahead at once with their plan, without calling upon the public for any assistance excepting in a small way at Aliso Street.

"The Pacific Electric will, as soon as authorized to do so by the City, commence construction of a tunnel and terminal under Pershing Square at a cost of \$4,200,000 new money, and if denied use of Pershing Square, the terminal will be placed on Hill Street between Fourth and Fifth Streets, as originally planned. The building of this tunnel will eliminate 21 grade crossings for interurban trains, remove from Hill Street the major portions of the Hollywood cars, and from Sixth Street all of the Glendale-Burbank trains.

"Keeping in mind these things, I believe it will be generally agreed that the Pacific Electric is doing, and is willing to continue to do, its part toward the elimination of grade crossings and the relief of traffic congestion, which go hand in hand.

Cause Explained

"You ask the cause for the exceptional toll of lives due to grade crossing accidents during the past year: My investigation shows that with the tremendous growth in population of Southern California, great numbers of strangers are driving automobiles who are not accustomed to driving in heavily congested districts and this in connection with the prosperity in this country, which means that everyone is in a hurry and will not spare the time to "Stop, Look and Listen," forms a bad combination.

"It has been suggested that all trains slow down to 15 miles per hour

HOW DOES THE WEATHER MAN MEASURE RAINFALL?

What does the weather man mean when he says: "The rainfall for Tuesday was 1.62 inches?" Rainfall is measured by means of a rain gauge. A rain gauge consists of a small metal cylinder, the lid of which is in the form of a funnel with a specified diameter. Inside the cylinder is a glass vessel for collecting the rain. The rim of the funnel is usually composed of brass, while the rest of the contrivance is of copper or japanned metal, which serves as a protection against rust.

Various types of rain gauges are in use at the present time. Some have a diameter of eight inches and contain a metal bucket, from which the rain is measured; others are three inches smaller, and contain a glass vessel graduated in half-inches, from which the water is poured into another more finely graduated bottle.

In one invention the rain from an ordinary receiver passes to a cylinder fitted with a float. To the float is attached a lever, which raises and lowers a sliding pen. The latter works on a revolving drum similar to those used on the barograph the instrument often seen in windows of opticians' shops. When one inch of rain has been collected the cylinder empties itself, and readings begin again at zero.—New York World.

The Doctor's Office

Hubby—Why are you angry at the doctor?

Wifey—Just think. When I told him I was so awfully tired he asked to look at my tongue. Think of it—my tongue.—Boston Globe.

The Idea

"Let me see," said the minister, who was filling out the marriage certificate, and had forgotten the date, "this is the fifth, is it not?"

"No, sir," said the bride, with some indignation, "this is only my third."—Pelican.

when passing over grade crossings. Traffic experts agree that this would not help the situation. At grade crossings where trains slow down, the reckless automobile driver will dash ahead of the train, taking the chance of getting by, and as a usual thing it is the reckless driver that comes to grief. From childhood we have been taught that a railroad crossing is in itself a thing of danger. The users of the highways must be alert and watchful until it is possible to make all crossings safe for the reckless and careless.

"The question of safety for travelers does not apply only to grade crossings, but to all train operations, and arrangements are being made to, in the near future, block-signal more of our main lines, which will represent an expenditure in excess of one-half million dollars."

P. E. CAMP ENJOYS BEST SEASON IN HISTORY



Our improved camp in the San Bernardino, from and near which the above scenes were taken, is attracting the largest crowds in its history. The lucky man in the center of the group above is none other than Mr. Labbe of the Accounting Department, whose "winsomeness," costumed in feminine attire, won him the title of "The Shreik."

WITH the Pacific Electric Camp's facilities taxed to the limit throughout the month of July, and every indication pointing to a similar condition during August, it behooves employees intending to spend their vacations at our Camp to make reservations early. With the added features available this year it was to be expected that a greater number would visit the Camp than heretofore, but the most optimistic predictions have been exceeded. Early this month all reservations have been spoken for until August 15th and it is believed that the Camp will be filled continuously until the end of the present season, October 1st.

The many new attractions and improvements have greatly increased the wholesome pleasures to be enjoyed in the great out-door region in which our Camp is situated. Particularly popular is the new White bus on which happy parties of vacationists are taken to neighboring points of scenic beauty. Many glowing accounts of the night trip to the Rim are heard, from which point it is possible to see plainly the lights from thirteen cities in the distant valley below.

If he should ever desire testimonials as to his ability, Chef George O'Neil would be classed as the peer of his craft by all who have partaken

of his excellent and wholesome food. The tastiness of his various dishes has been commented upon freely and the chili that he prepares for those who desire it in the late evening hours is adding to his laurels. The refrigerating plant installed several months ago now allows the stocking of many articles of food which heretofore could not be used, making it possible to have quite a varied menu and eliminating the waste of food-stuffs through lack of refrigerating facilities.

Watermelon feeds, weiner, corn and marshmallow roasts are held three or four times each week and add zest and pleasure to the evening hours in



camp after strenuous, yet exhilarating hikes and fishing expeditions. The new piano and phonograph with bountiful supply of records and rolls have encouraged many impromptu dancing parties. Supt. Worley and Mrs. Worley have been untiring in their efforts to make everyone's stay as pleasant as possible and have won many friends through their earnest endeavors.

As a final word of warning, prospective vacationists are urged to make application for reservations as quickly as possible when definite date of vacation is known, keeping in mind that the Camp remains open until October 1st, and that all reservations have been engaged until after August 15th. If your vacation is scheduled for September it is not too early to make your reservation now.

Engineering Dept. Notes

By A. J. Guercio

The City of South Pasadena is constructing a pedestrian subway 10 ft. in width on the westerly side of Fremont Avenue extending under both roadways at Huntington Drive and the four-tracks of the Pasadena Short Line which work necessitates the installation of a temporary trestle to carry the four tracks over the construction, raising the grade of the tracks and repaving the Fremont Avenue crossing.

2,300 ft. of double track on the Glendora line at Azusa from Angeleno to Pasadena Avenue is being constructed and paved to conform with the Azusa city improvement of 9th Street; 75 lb. construction replacing 70 lb., installing crushed rock ballast and placing five inch oil macadam pavement.

Mr. Tillotson of the Real Estate, Tax & Resort Dept. and Messrs. Buchanan and Guercio of the Engineering Dept. boarded the Dixie Flyer on Sunday, July 29th and journeyed by way of Mint Canyon and east over the desert from Palmdale to Big Rock Creek where Fred Bixenstein of the Draughting Room is spending a few weeks recuperating.

The committee of three presented Mr. and Mrs. Bixenstein with a Radio set which the Pacific Electric family sent to camp "F. A. B." to keep Freddie and family informed with the outside world on the other side of the range. Big Rock Creek is still flowing with a generous supply of water and the trout furnish some "reel" sport. The schedule on the outbound trip was as follows:

	From 6th Main Sts.	Leaving
San Fernando ..	22 miles	8:00 a.m.
Saugus	34.5 "	8:40 "
Balestieve	49 "	9:25 "
Harold	68 "	10:10 "
Little Rock	77 "	10:50 "
School House ..	86 "	11:20 "
"F. A. B."	89 "	11:30 "

WHITHER DRIFTING?

Growth of Bureaucracy Is Alarming

Excerpt from editorial in *New York Evening Telegram*, June 21st, 1923.

BEFORE the Civil War one person in a thousand was a Government employee.

Thirty years ago the ratio became one in a hundred.

Now one adult person out of every twenty is a county, city, state or national government agent, official or employee.

Five per cent of the adult working population is on the public payroll.

All the gold in the world is worth about nine billion dollars, and this sum would barely pay the total cost of government in America for a single year.

This is bureaucracy. The Federal Government has ten departments, forty-four bureaus and at least fifty boards and commissions. States and cities follow suit in creating departments, bureaus, boards and commissions, which require clerks, investigators and inspectors, until it comes that one in every twenty persons you pass is some sort of official you are being taxed to support—to boss you.

Hence high taxes to keep up the wasteful, unnecessary, burdensome and ever increasing army of office-holders.

We have no King, or Tsar, Kaiser, depising all such things, but we groan under the oppression of a greater tyrant—bureaucracy.

Americans are by law forbidden to do more things and by law forced to do more things in more ways than were the Russian people under the Tsar or the German people under the Kaiser.

The return trip did not overtax the gas supply as the elevation at Palmdale is 2654 and at Saugus 1165 feet, being a difference in elevation of 1489 feet in a distance of 37 miles which helped to establish a very good coasting record.

Beginning Monday, July 30th the office force of the Engineering Dept. adopted the hours of 8:00 a.m. to 12:30 p.m. and 1:00 p.m. to 4:30 p.m. This change has been put into effect to relieve the congestion in the elevators in the Pacific Electric Bldg. Staggering working hours also helps to relieve congestion on the street cars during evening rush hours.

Mr. S. S. (Jack) Williams is reported well on the way to recovery

FREIGHT DEPT. NOTES

Effective August 28, 1923, the definition of the term "competitive traffic," formerly carried in item 10, of Pacific Electric Railway Terminal Tariff No. 2-F, will be changed on Intra-state Traffic to conform identically to the definition published at the present time by the steam lines in Southern California.

Mileage rates on rock, sand and gravel for account of Southern California counties, have been revised in Special Freight Rate Authority No. 1003-B, effective July 15, 1923, to include municipalities and the State of California.

Rates on grain and grain products in Pacific Freight Tariff Bureau Territory applying on Interstate Traffic, are being revised effective September 10, 1923, restoring the parity between the rates on wheat and coarse grains and their products. We are again referring to the Exception Sheet for the grain and grain products description, which is shown therein under the heading of "Cereals and Cereal Products."

NOTES FROM WAREHOUSE

By Daniel Sanchez

"Say it with smiles" is evidently the motto adopted by Miss Peggy Johnson who is working on the claims desk. No difficulty is being experienced now in keeping the claims up to date and this is attributed to the efficient manner in which Miss Johnson handles her work.

Mr. Fred Colman is confined to his bed on account of sickness. He is missed very much, and especially at this time of the year, but it is believed and hoped that his illness will be of short duration.

Our good wishes are extended to Mr. Foster Whitehead for the early recovery of his wife who has been ill for some time. The transition of being taken from his vacation to act in the capacity of nurse is an unfortunate one and Mr. Whitehead has the sympathy of all his co-workers.

The stock of employees just now is quite depleted on account of the vacation season being at its height. The majority of those so enjoying life at present are taking their vacations in Los Angeles and vicinity; however, a number of them are in the East, and other portions of the U. S.

"Harold," asked the teacher, "in the sentence, 'I saw the girl get on the street car,' how many I's would you use?"

"Both of 'em, teacher," replied Harold.—Buzzer.

after an attack of influenza and will soon be on the job again with his usual "pep."

New Laws Embodied in Motor Vehicle Act

Widespread Changes in Law Designed to Curtail Unsafe Speeds and Make All Highways Safer

ONE OF THE fundamental principles of the new California Motor Vehicle Act, which becomes effective Sept. 1st, is that motorists shall "drive at a careful and prudent speed—having due regard to traffic, surface and width of highway." The autoist must bear in mind that the "rate of speed" fixed by law is a maximum speed under specified conditions and that the motorist is at all times also governed by paragraph "a", quoted in part above.

The manner of passing street cars, stoppage of commercial and school busses and trucks carrying explosives before crossing railway tracks, and change in the right of way rule are some of the provisions of the new Act with which all motorists should become acquainted.

The text of the new and revised sections of the 1923 Motor Vehicle Act are as follows:

Fixing 113—Fixing general speed restrictions for vehicles.

(a) Any person driving a vehicle on the public highways of this state shall drive the same at a careful and prudent speed not greater than is reasonable and proper, having due regard to the traffic, surface and width of the highway, and no person shall drive any vehicle upon a public highway at such a speed as to endanger the life, limb or property of any person.

(b) Subject to the provisions of subdivision (a) of this section and except in those instances where a lower speed is specified in this act, it shall be lawful for the driver of a vehicle to drive the same at a speed not exceeding the following:

(1.) Fifteen miles an hour in traversing a grade crossing of any steam, electric or street railway when the driver's view is obstructed. A driver's view shall be deemed to be obstructed when at any time during the last 100 feet of his approach to such crossing he does not have a clear and uninterrupted view of such railway crossing and of any traffic on such railway for a distance of 400 feet in both directions from such crossing.

(2.) Fifteen miles an hour in traversing an intersection of highways when the driver's view is obstructed. A driver's view shall be deemed to be obstructed when at any time during the last 100 feet of his approach to such intersection he does not have a clear and uninterrupted view of such intersection and of the traffic upon all of the highways entering such intersection for a distance of 200 feet from such intersection.

3. Fifteen miles an hour in traversing or going around curves or corners of a highway when the driver's view is obstructed within a distance of 200 feet along such highway in the direction in which he is proceeding.

PASSENGER BUSESSES TO MAKE FULL STOP AT GRADE CROSSINGS

BUS and truck operators of the Company have been advised and instructed to faithfully comply with provision of the Motor Vehicle Act, Section No. 135, regarding the stoppage of vehicles at railroad and interurban grade crossings. This new law, which becomes effective August 31st, was designed to aid in reducing the terrible toll of lives being sacrificed at crossings through carelessness and failure to observe whether or not trains are approaching.

In effect, the law provides that the operator of any passenger carrying motor vehicle, school bus, or truck carrying explosives shall, before crossing at grade any railway tracks, bring this vehicle, bus or truck to a "FULL and COMPLETE STOP" within not less than ten feet nor more than fifty feet to the nearest rail. After coming to a complete stop the driver will henceforth be required to listen and look in both directions before crossing railway tracks. Violation provides a fine of not exceeding \$500, imprisonment not exceeding six months, or both such fine and imprisonment.

In the operation of its cars and trains this Company has and is doing everything possible to reduce grade crossing accidents through the providing of flagmen, crossing signals, sign and other devices and will relentlessly continue to take every reasonable precaution for the safety of the public. The new law has been incorporated in the company book of rules, and all concerned advised of its provisions, with instructions to observe its requirements to the letter.

4. Fifteen miles an hour when passing a school while persons are entering or leaving the grounds of such school.

5. Fifteen miles an hour in a business district as defined herein.

6. Twenty miles an hour in a residence district, as defined herein.

7. Thirty-five miles an hour under all other conditions.

Section 118—Fixing speed limit for certain vehicles according to weight and tire equipment and refers to trucks especially.

This section makes it unlawful to drive a vehicle or combination of vehicles, the gross weight of which, including any load thereon, is 16,000 lbs. or more, at a speed in excess of 20 miles per hour. This section also makes it unlawful for a vehicle equipped with other than pneumatic tires to drive at speeds in excess of those provided in the following table:

When gross weight of vehicle and load is from 9,000 to 12,000 lbs.
.....25 m. per hour

When gross weight of vehicle and load is from 12,000 to 22,000 lbs.
..... 15 m. per hour

When gross weight of vehicle and load is over 22,000 lbs.10 m. p. h.

Section provides further that where a truck or trailer is constructed or adapted for carrying loads weighing four tons or more, exclusive of the weight of such vehicle, whether such vehicle is loaded or not, it is not to be driven in excess of 15 miles per hour; and further, that when a truck or trailer is equipped with tires made wholly or partly of metal it shall not be driven in excess of six miles per hour.

Section 133. Provides that street cars are to stop in case of fire, except where the street car is on an intersection, in which case it is to clear the intersection before stopping.

There is also a change in the right of way rule. In the 1923 act a vehicle approaching an intersection from the right has the right of way, except where a vehicle from the left enters the intersection first. Under the present act a vehicle approaching from the right has the right of way except where the one from the left is nearer to the point where the paths of the two vehicles would intersect if both continued their course. The section in the 1923 act governing the right of way is No. 131.

Sec. 134. In passing any railroad, interurban or street car while passengers are alighting from or boarding the same, vehicles shall be operated or driven on the right-hand side of such cars and at a rate of speed not exceeding ten miles an hour and no portion thereof or of any load thereon shall come within six feet of the running board or steps of such cars, and shall at all times be operated with due care and caution so that the safety of such passengers shall be assured; Provided, however, that where local authorities have plainly marked upon the surface of the highway safety zones for the protection of such passengers; Provided, further, that said safety zones shall only be marked at street corners or at other regularly established stations or stopping places of such railroad, or interurban, or street cars, and shall not extend beyond ten feet toward the boundary of the highway from the

outer rail of such railroad, interurban or street car line. The driver of a vehicle upon the public highways shall not at any time pass an interurban or street car on the left side thereof. None of the provisions of this Section shall apply to police or fire vehicles of any city or county when such vehicles are being driven in the chase or apprehension of violators of the law, or of persons charged with or suspected of any such violation, nor to fire vehicles, when traveling in response to a fire alarm.

Sec. 135. For Hire Passenger Motor Vehicles, School Bus and Motor Truck Carrying Explosives or Inflammables to Stop at Railroad and Interurban Crossings.

(a) The operator of any motor vehicle carrying passengers for hire, and the operator of any school bus, and the operator of any motor truck carrying explosive substances, or explosive or inflammable liquids of any specific gravity, as a cargo or part of a cargo, shall before crossing at grade any track or tracks of a steam railroad or interurban or suburban electric railway, bring his vehicle, bus or truck to a FULL and COMPLETE STOP within not less than ten feet nor more than fifty feet from the nearest rail of the track nearest to the front of such vehicle, bus or truck, and shall after such stop and while so stopped, both look and listen in both directions, along such track or tracks for approaching steam or electric engines, trains, cars or vehicles using such rails; Provided, however, that nothing contained in this Act shall apply to street railway tracks in the streets of incorporated cities, or cities and counties, nor to tracks at crossings in the streets of incorporated cities or cities and counties when traffic officers are on duty, or traffic signals are maintained, for the direction of traffic nor to unused tracks, whether inside or outside of incorporated cities or cities and counties.

(b) Violation of the provisions of this Section by the driver of a motor vehicle carrying passengers for hire shall not be imputed to one who at the time of such negligence is riding with such driver as a bona fide passenger for hire in such vehicle.

(c) A violation of this Section shall be a misdemeanor punishable by a fine not exceeding five hundred dollars or imprisonment not exceeding six months or by both such fine and imprisonment.

Squared the Account

"A lawyer in our town," said Smith, "gave a present of \$5 to a client the other day."

"How was that?" asked his friend.

"Well," explained Smith, "his client got hurt in a railroad accident and employed the lawyer to sue the railway company. He got \$350 damages, but the lawyer's bill came to \$355, and he kindly agreed to say nothing about the balance."—Exchange.

Wet Welcome Awaits Shop Fire



Fire fighters at the Torrance Shops recently proved their efficiency by getting water on building one and three-quarter minutes after alarm was sounded.

FIRE would not make great headway at our Torrance shops judging by the efficiency displayed by members of the emergency fire fighting brigade at a recent fire drill at which time the above photograph was taken. Without knowledge that the drill was to be called and no preliminary preparations made, water was played on the imaginary fire within one and three quarters minutes after the whistle alarm was first sounded.

With the sounding of the alarm members of the brigade hurried to their posts where hose carts and other paraphernalia are stationed and ran to the "fire" several hundred yards distant where hose was unreeled, connected to fire hydrant and 100-pounds of water pressure available in the remarkable time stated.

These drills are held at the Torrance shops at frequent intervals, both on the day and night shift. All of the several crews, composed of five men each, has its Captain and every man is assigned to some particular duty.

Through the frequency with which tests are made each member becomes proficient in carrying out his assignment and team-work is the keynote of the results accomplished. An inspection of the various fire fighting units is made at regular intervals and everything kept in trim for the real test which inevitably comes.

Particularly striking at the time the test in question was made was the fact that the workmen throughout the plant immediately discerned that the whistle blown was for fire drill only and employees of every department, with the exception of the fire drill squad, continued at their work with no perceptible show of commotion and without the usual curiosity that is generally exhibited by workmen under such conditions.

The efficient manner in which the Torrance fire drill squad performs reflects much credit both to the men of the brigade and to E. O. Straub, Shop Superintendent, for the excellent training evidenced by their performance.

WITNESSES PER ACCIDENT

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

Division	Average number witnesses per accident				Accidents with no witnesses							
	1922	1923	1922	1923	Apr.	May	'23	June	July			
Northern	126	131	4.79	6.03	8	17	16	4	4			
Southern	134	208	5.41	5.60	35	34	37	6	6			
Western	176	250	4.78	6.20	28	33	19	11	11			
P. E. Land Co.	...	20	...	3.90	2	1	1			
System	436	609	4.99	5.43	71	84	74	22	22			
Division	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July
Northern	4.5	5.3	5.4	5.4	5.6	5.4	6.7	6.7	6.8	7.0	6.9	6.0
Southern	4.9	4.4	6.0	5.6	5.8	5.1	4.9	5.2	5.1	5.8	5.2	5.6
Western	5.2	4.2	5.5	5.7	5.0	5.2	5.7	5.5	5.8	5.9	5.7	6.2
System	4.9	4.6	5.6	5.5	5.4	5.2	5.7	5.8	5.9	6.2	5.8	5.4

How to Quote and Classify Freight Rates

Fundamental Points Are Outlined for Guidance of Agents and Familiarity Therewith is Earnestly Urged

By L. R. GUERRA, Chief Rate Clerk,
Freight Traffic Department

FREIGHT RATES are classified into two general groups, namely, "commodity rates" and "class rates." Commodity rates being special rates, are, generally speaking, lower than class rates and take precedence over them in their application. On California intrastate traffic there is an exception to this rule, in which case the lowest rate is the lawful rate, whether it be a commodity, class or combination rate. On interstate traffic commodity rates always take precedence over class or combination rates regardless of their level, except as maybe provided to the contrary in the tariff. The Interstate Commerce Commission in their regulations governing the construction and application of tariffs, rules that a Commodity rate between specified points is the only rate that may be used with relation to that traffic between those points, even though a class rate or some combination may make lower. Further, the naming of a commodity rate on any article or character of traffic takes such article or traffic out of both classification and class rates between the points to which such commodity rate applies. Consequently, the published commodity rate is the lawful rate. In the absence of commodity rates, through class rates are applicable.

Alternative Application

There are certain tariffs applying on interstate traffic which carry a provision, commonly known as an "alternative application," whereby the lowest rate between specified points will apply, whether it be commodity, class or combination. Such tariffs are so constructed as to make the alternative provision necessary in order to eliminate violating the Fourth Section of the Interstate Commerce Act, which deals with the Long and Short Haul Clause. This clause was outlined in article which appeared in the July issue of this Magazine.

Where tariffs cannot be otherwise constructed, so as to permit the lowest rate to apply, the Interstate Commerce Commission has seen fit in some few cases to grant special permission for the incorporation therein of the alternative application. How-

ever, the Commission is not eager to grant such relief. In Western Classification Territory the only tariffs to my knowledge containing such a provision are, the Transcontinental Tariffs, made necessary because the rates are published applying from and to territorial groups, each group embodying a considerably large territory over which the rate is blanketed. As a consequence the application of each rate is made very broad and in some instances makes possible the combination of rates to aggregate a lower charge, either by the combining of one group rate with a local rate into an adjacent group territory, or by the combination of locals. These groups apply as origins in the transcontinental westbound tariffs and as destinations in the eastbound tariffs.

In quoting rates, after having fixed

familiar with the application of the Bureau and Local Tariffs it is well to refer to the tariff index of the road from whose line you desire to quote a rate. The tariff index will assist you greatly in finding the correct tariff, whether it be local or joint rates. In the main, local rates are published by the individual lines and the joint rates by the Bureau Agent. Having found the tariff applying from and to the points you desire, check first for a commodity rate, or better, bear in mind what was outlined above as to the classification or standing of rates on state traffic and interstate traffic. If you cannot check a through rate, either commodity or class, determine if an intermediate application clause is provided in the tariff whereby the next more distant rate on the same line can be held as maximum, which would yield a lower charge than made on combination. In the absence of through rates the quotation must be based on a combination of two or more rates.

Combination Rates

In quoting rates made on combination basis you will find that there are certain common or junction points, sometimes referred to as base points, on which the lowest combination can generally be made. These base points are easily learned through frequent application of rates. They derive their name as base points for several reasons, (1) because they are important railroad gateways; (2) on account of their geographical location, they are used as basic in the actual making of rates for publication; and (3) because of the demand for rates at such points brought about by the heavy movement of traffic in and out. In the latter case it is generally a point where considerable manufacturing and jobbing is done. In the class of base points we can properly place such points as Los Angeles, San Francisco, Stockton, Roseville, Sacramento, Portland, Seattle, Salt Lake City, Ogden and other Utah Common Points, the Montana Common Points and representative points just west of the Transcontinental Line down to and including El Paso, Texas. There are, however, many less important junction

Mr. Agent, When Quoting Freight Rates Heed These Basic Points

- (1.) That on California intrastate traffic the lowest rate found between point of origin and destination via the route the traffic moves is the lawful rate, whether it be a commodity, class or combination rate.
- (2.) That on interstate traffic from and to specified points, through commodity rates take precedence, where published. In their absence, apply class rates. Where neither commodity nor class rates are provided, apply lowest combination. This is the proper manner in which to apply interstate rates, unless an alternative application is provided to the contrary.
- (3.) That local rates are generally published by individual lines and joint rates by the Bureau Agent.
- (4.) That specifically published commodity descriptions should never be applied to articles of similar nature.
- (5.) That in quoting rates always check the supplements before the tariff.

in your mind the manner in which rates should be applied on State and Interstate traffic, it is then necessary to become familiar with the application of the tariffs in your territory, so as to be in a position to determine where rates are published. Let us take, for example, the application of rates in Pacific Freight Bureau Territory, which, generally speaking, lies west of the Transcontinental Territory line. Until you are thoroughly

points with short lines on which combination rates must be made by the use of the trunk line rate plus the short line's local, because through rates are not always provided.

Commodity and Class Rates

In quoting commodity rates never attempt to apply the specific commodity description to articles of similar likeness.

In quoting class rates, determine:

(1) If the rates in the tariff will apply on the traffic you are rating. Many tariffs, under the head of "Exceptions to Through Class Rates," restrict the rate on certain commodities, leaving combination rates to apply.

(2) Are there any exceptions to the classification rating provided in the tariff naming the rates. These exceptions are provided under the heading of "Exceptions to the Current Western Classification."

(3) Does the Pacific Freight Tariff Bureau Exception Sheet name an exception to the Western Classification on the article to be rated.

(4) If there are no restrictions or exceptions made to the commodity in question then refer to the current Consolidated Classification and determine the rating provided opposite the article under the column headed "Western Ratings."

(5) Refer to the tariff and apply the class rate named under the rating as found in the Classification, from and to the points you are checking.

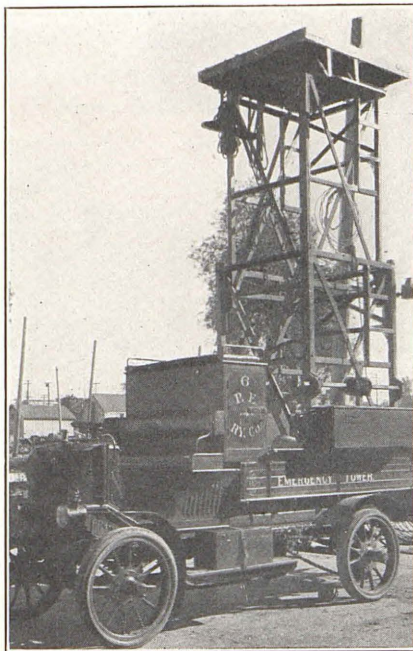
FALLACIES OF GOVERNMENT OWNERSHIP SHOWN

That Government ownership and operation of American railroads would prove a national calamity the effects of which would require years to fully recover from, was the warning keynote of an editorial receiving nation-wide attention recently appearing in the Chicago Tribune. The following are some pertinent excerpts from the article in question:

"Nationalization, sounds altruistic and patriotic. If the American people acquaint themselves with nationalization as it exists in other countries the appearance of patriotism will disappear. What in plain English nationalization means is the management and exploitation of transportation for political ends. Undoubtedly private ownership has its faults, but at the worst they are easy to bear in comparison with the evils inherent in bureaucracy.

"Let any honest doubter go to Europe and study its nationalized railways, with their army of functionaries and their elaborate system of having three men do what one could do better. Americans complain bitterly of every defect of service by our railways and what they declare to be high rates. They would think less of Government ownership if they experienced service according

Vintage of Yesterday



A tower relic of the early days. This tower was mounted on a 2-cylinder, 10-horsepower Oldsmobile, which vehicle was the first commercial auto placed in service in Southern California.

TWENTY years ago very little thought was given to the utilization of auto vehicles for use in line maintenance, and no doubt any skepticism exhibited was justified, considering their state of development at that time.

However, in 1903 when the tune of "In My Merry Oldsmobile" was being sung the length and breadth of the United States, the Pacific Electric Railway Company purchased the first commercial auto vehicle ever placed in service in Southern California, and converted it into an auto tower truck for overhead line maintenance.

The auto as purchased was equipped with an express body, evident in the illustration. To this was added necessary tool boxes and a tower, including the large gong on the dash board which was always considered a very necessary appurtenance in those early days.

The 1903 model illustrated is a 2-cylinder, 10 horse power Oldsmobile. Considering the very early date that this auto tower was placed in operation, it is very likely that it was among the first, if not the first in the United States.

to the standards of a bureaucracy and paid European rates.

"If America allows its enterprise to be taken over as European people have, we shall see an end to American prosperity as we have known it in the past."

JUNE AND JULY LARGEST EXCURSION MONTHS

The months of June and July resulted in the largest number of excursion movements to various points on our lines ever recorded, according to information supplied by the Solicitation Bureau of the Passenger Department. During July a total of seventy-seven excursions resulted in the movement 12,749 passengers. The exact figures for June are not available, but are slightly in excess of the number quoted for July.

Fifteen special movements resulted in 1480 passengers to the various beaches; eleven movements to Catalina, 1420 passengers; ten to Mt. Lowe, 1376 passengers; five on Balloon Route Trips, 450 and nine to mountain resorts, 1049.

Details incident to soliciting this business, supplying tickets, loading arranging for service, etc., are handled by Messrs. Billhardt, Fidel, Clark and Elliott of the Passenger Traffic Department.

PASADENA PICKINS'

By P. H. Riordan

"Pack all your troubles in your old kit bag, and smile, smile, smile." That at least is what Conductor F. T. Wales was trying to do at the recent Encampment of the National Guard. It was while packing up on the final day that he was hurt in such a manner that it prevented his return to work for two weeks. It is pleasing to learn, however, that he has now completely recovered.

Assistant Trainmaster W. T. Orr is now enjoying an automobile trip through the northern part of the state.

We note with pleasure that Conductor L. T. Smith is out and around again after a long siege of sickness in the hospital.

The recent discontinuance of several local lines and the installation of bus runs has made numerous changes in the line-up of the men. These runs are now up for bid and by the time Magazine goes to press will no doubt be signed up. The following lines have been discontinued: East Washington, West Orange Grove, North Loop, and Tournament Park. The Altadena car now goes through to Mendocino and Allen on the old North Lake Line. The Lake and Woodbury Road line goes north on Fair Oaks to Mentone Street. New bus headquarters at Bellevue and Broadway are nearly completed. A big portion of the busses to be operated in the city are now in service and others are arriving at frequent intervals.

The following men have been "bumped" in Pasadena: Dave Lockhart bumped Dwyer on No. 20; Dwyer bumped Hallett on No. 3 SL; Hallett bumped Winston on No. 25.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club was held at the Club rooms July 11th, 1923 at 2:15 p.m.

The following members were found absent: D. W. Layne, Henry Eggert, W. J. Hodge, J. V. Rovai, L. J. McGrath, A. O. Williams, Ora Taylor, H. C. Ward, L. F. Foegle, H. J. Delmar, E. S. Donaldson, J. Richards, W. W. Robbins, F. B. Pattison, S. A. Bishop, L. A. Lovell, and O. A. Smith.

Club Fund

The following financial report, made by the Manager of the Club:

Balance, June 1st	\$ 402.82
Receipts	1039.75
Total	\$1442.57
Disbursements	276.84
Balance, June 30th	\$1165.73
Relief Fund	
Balance June 1st	\$ 428.59
Receipts	624.50
Total	\$1053.09
Paid out	945.00
Balance, June 30th	\$ 108.09

Unfinished Business

Mr. Vickrey reported that the order for club buttons had been placed with the request that they be delivered by August 15th so as to be on hand in time for the picnic August 25th.

It was reported that the lavatory situation at Burbank had been remedied by arranging access thereto at all times.

New Business

It having been reported that certain employees had been denied transportation on the company busses on presentation of the usual pass, Mr. Vickrey was directed to take up the matter of free transportation via buss and car line, for employees going to and from work. Report will be made at the next meeting.

Mr. Spencer complained that reports had been made to him that employees attending the moving picture shows had been unable to secure seats due to the practice of allowing non-employees to attend as guests. Various suggestions were offered with a view to eliminating this condition of affairs, and the matter was finally referred to Mr. Vickrey for solution and report at the August meeting.

He reported that the chairmen of the picnic committees had been appointed, and that through the help of Mr. McCammond and others, the matter of arranging for the picnic

was fairly well under way. Mr. Vickrey explained that the chairmen appointed were in turn, to appoint the members to serve with them.

He further reported that the ballots for the election of officers to be held August 15th will be sent out with fliers for the picnic.

The Vacation Camp was reported by Mr. Vickrey to be in good working shape with nearly all reservations for the week filled, and it was hoped to have the launch ready by the last of the week.

Mr. McCammond reported that boxing and wrestling would be permitted at the Pacific Electric Picnic, August 25th, despite the ordinance prohibiting such matches, as the prohibition extends only to contests for which an admission fee is charged.

CLUB MOVIE PROGRAM

- Friday, August 10th:**
Main feature: "Glimpses of the Moon."
Comedy: "For Rent, Haunted."
Pathe Screen Snapshots.
- Friday, August 17th:**
Main feature: "The Exciters."
Comedy: "The Young Sherlocks."
Pathe Review No. 182.
- Friday, August 24th:**
Main feature: "Java Head."
Aesop's Fables: "The Romantic Mouse."
- Friday, August 31st:**
Main feature: "When Knighthood was in Flower."
NOTE: The movie show for this date will start promptly at 7:30 p.m., owing to length of this feature.
- Friday, September 7th:**
Main feature: "The Woman With Four Faces."
Comedy: "The Big Scoop."
Pathe Review No. 184.
- Friday, September 14th:**
Main feature: "The Champeen."
Aesop's Fables: "Henpecked Henry."
- Friday, September 21st:**
Main feature: "The Law of the Lawless."
Comedy: "The Old Sea Dog."
Pathe Review No. 185.
- Friday, September 28th:**
Photoplay "The Tiger's Claws," followed by an hour's entertainment consisting of a picture accompanied by explanations presented by the Southern California Telephone Company.

P. E. CLUB BULLETIN

- August 10, to September 10, 1923
- Friday, August 10:**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, August 13:**
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.
- Wednesday, August 15:**
Northern Division Safety Committee meeting, 2 p. m.
- Friday, August 17:**
General Staff Meeting in Assembly Hall at 10 a. m.
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, August 20:**
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.
- Friday, August 24:**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, August 27:**
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.
- Friday, August 31:**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, September 3:**
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.
- Wednesday, September 5:**
P. E. Club Executive Committee meets at 2 p. m.
- Thursday, September 6:**
Southern Division Safety Committee meets at 2 p. m.
- Friday, September 7:**
Western Division Safety Committee meets at 2 p. m.
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, September 10:**
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

P. E. CHORUS TO RENDER RECITAL AT PICNIC

All members of the Pacific Electric Chorus are urged to make every effort to be in attendance at each rehearsal previous to the picnic on August 25th on which date a concert will be given. A varied program will be rendered and it is the earnest desire of Director Womersley to give a concert that will be pleasing and encourage other employees in joining the organization. A few extra voices are needed for the occasion, especially sopranos and altos and membership into the Chorus can be made by application at the Club Auditorium where rehearsals are held each Monday evening.

The Cantata entitled "The Man Without a Country," which the Chorus is studying is proving very popular and the manner in which the members are progressing with it gives promise of their ability to render an excellent concert in the near future.

"Oh, no!" soliloquized Johnny bitterly; "there ain't any favorites in this family. Oh, no! If I bite my finger nails I get a rap over the knuckles, but if the baby eats his whole foot they think it's cute."—Ladies' Home Journal.

Memoirs of a Hunter

By B. F. MANLEY,
P. E. Rod & Gun Club

IT IS at this time of the year when the big game hunter will be found digging out his trusty rifle, wiping out last year's grease, oiling the parts, and taking stock of his shell supply, for on August 1st the deer season was ushered forth in District 203, to be followed in Districts Nos. 1 and 4½ on September 1st. On the 15th of September the season opens in District No. 4, closing on October 16th. This gives the devotee two and one-half months during which time he may legally bag two bucks, providing they be forked horn or better. Heretofore one has had the privilege of transporting deer from open to closed territory by making the proper affidavit, but the last Legislature abolished this ruling and after August 18th it can no longer be legally done.

Looking forward now to a couple of weeks in the high Sierras brings to mind many trips that have been taken in the past. Only once during the past ten seasons has the writer missed bagging one or more bucks. On that occasion the deer was passed up for a large bear which was brought down after being drilled three times with 30-30 balls before he would quit.

A Man's Game

Having been a follower of the rod and gun during his entire life, the writer believes deer hunting to be the King. True it is no game for the Lounge Lizard for, to be successful, it means being up at 3:00 a. m. and well on the way before the first

streaks of dawn, as it is during the early morning hours that Mr. Buck does his feeding and, unless he can be located at this time, it will be necessary to arouse him from his bed. In this case he usually spots the hunter first and the chance of getting him is very slim.

In hunting this wary game there are many things to be learned and it is usually the unexpected element that happens. This is one of the things which makes the game worth while. Often, after a long day's treke, when tired and fagged, with gun probably thrown across the back and headed for camp, one will catch a glimpse of something moving through the timber. Instantly alert, fatigue forgotten, the gun is cocked in firing position, nerves atingle, and eyes are glued on the opening through which that something must pass. In another instant the great horned beauty steps forth, nostrils extended, ever on the watch, he stops to sniff the air. It is then that the gun is brought into action. The first shot will probably be a miss—either over-anxious, too confident, or perhaps just plain "buck fever." Mr. Buck is on his way, annihilating space as only he knows how. No other living thing can move over the rough mountain side with the rapidity of a buck deer when he is thoroughly frightened. It is then one brings his marksmanship into play and if he succeeds in bagging the deer before he is out of sight it is an accomplishment of which one may feel justly proud.

Last year the writer was out for a hunt with Mr. H. Smith. The start from camp was made early in the morning intending to make a long day's hunt. Hardly a mile had been traveled, and this along the beaten

path, when four bucks suddenly walked out on the trail. The largest was standing broadside within forty yards. Mr. Smith crouched down on the ground, took a dead rest over one knee an missed clean. After this failure he brought down one of the four that was running through the heavy timber at three hundred and fifty yards with his eleventh shot. Fortunately the writer had bagged one with his second shot, thereby giving each a fine buck. These were dressed and it was decided to return to camp. The prizes are shown in the accompanying picture. If good luck is enjoyed this season, possibly another story will be offered in the near future.

SHOOTERS AGAIN TO DISPLAY WARES AT ANNUAL PICNIC

With the fishing season in full swing we find most of the Blue Rock Section shooters either spending their spare Sundays in the surf or at deep sea fishing, or better still, off for their annual two weeks trip and daily routine forgotten.

There will be no regular shoot staged during the month of August, as the trap will be moved to Redondo Beach for the purpose of staging the big shoot on Picnic Day, August 25th. This shoot has now become one of the annual events at the Picnic and this year the Pacific Electric Rod & Gun Club will put three teams in the field who will compete for high place honors and the cash prizes to be awarded.

The three high men of the present Blue Rock Team will be Captains of the three teams and will each choose four shooters from the members present, drawing to be handled similar to the old style method of choosing sides for a ball game.

The contest will be fifty targets at sixteen yards and regulation shooting rules will govern. There will be plenty of shells and targets on hand and anyone wishing to test their skill will have an opportunity to do so, as trap will be available for this purpose before and after the regular contest.

RAILROADS AND THE PUBLIC

The principle of "damn the railroads" doesn't apply in court a Kansas federal judge declared the other day in announcing a decision reducing a railroad tax assessment.

The railroads are deserving of a square deal. The public demands a square deal. Neither will be possible if each "damns" the other. The Kansas judge assumes that the public attitude towards the railroads is hostile and not for a just cause. What do the railroads do to dispel that estimate? Said the judge:

"The general public thinks that the principal purpose of having railroads is to enact acts to raise wages, put up beautiful structures in every town for stations, to reduce hours of labor and to pay all taxes on road improvement districts and to enact every law to make them liable for damages."



Two and four point bucks bagged by B. F. Manley and H. Smith of the Engineering Department last season at Monache Meadows, near Owens Lake.

URGE MENTAL AND PHYSICAL TESTS OF MOTORISTS

Personal carelessness is an important factor in automobile accidents, according to Dr. Franklin C. Wells, medical director of the Equitable Life Assurance Society, in a recent talk to the members of the City Club.

A rigid examination into the physical and mental fitness of all persons who desire to drive automobiles was also advocated. He cited in substantiation of this the facts that people die of heart disease while driving, and of totally deaf and dumb people who jeopardize their own and the lives of others by operating machines.

Dr. Wells is making a tour of the United States in the interests of safety under the auspices of the National Safety Council, the American Chamber of Commerce and the Association of National Railways.

SOUTHERN DIVISION NOTES

By F. J. Oriva

How fast can a duck fly? Upon this all-important question depends the number of ducks that will be brought back by a party of hunters headed by Train Instructor R. L. Spafford. The party anticipates a trip to Imperial Valley by aeroplane for the purpose of duck hunting and Mr. Spafford requests that any member of the P. E. Rod and Gun Club, who cares to make the trip should get in communication with him.

Let us hope that the boys have a plentiful supply of salt and don't run out of gas and that some excited Conductor doesn't attempt to get out and flag a crossing.

Conductor C. H. Bowman's versatility has proven a great asset to him. For almost 15 years he did telegrapher's work and recently took over the job of Relief Operator for the Southern Division. Conductor F. G. Topp is working as Extra Dispatcher.

The painful injury suffered by Motorman H. H. Combs, when he had his arm fractured about three weeks ago, is slowly healing and it is expected that he will enjoy a complete recovery soon.

Henry Ford got some of Conductor B. E. Wasserman's money recently, and he is now enjoying many long trips in his "joy wagon."

Listed among the fish stories coming in is one about a 25½ pound trout caught by Trainmaster Williams, of Long Beach. The fish was landed at Big Bear.

It is with sincere regrets that we have to announce (no, it's not a funeral notice) the slipping of the Southern Division to third place in the matter of coasting records. After having held first place so long, believe me, this is hard to take. Let's go!

Night Switchman L. J. Lockwood don't come under that classification now. He has bid in run No. 60 and says he is glad to be back in passenger service.

Aspire to Fewer Freight Claims

Prevention Bureau Can Be Aided by Team Work and Earnest Effort to Reduce Claims

By F. J. LEARY,
Freight Claim Prevention Clerk

AT THE present time there is no subject receiving more general thought in the railroad world than that of prevention of loss and damage of freight.

A primary matter in the prevention of loss and damage is that of close supervision of all the operations entering into the transportation of freight, and the maintenance of close co-operation by employees is also necessary in order that the full benefit of the efforts of the individual lines may be achieved through a system of follow-up on the part of other carriers joining in the transportation on through traffic.

The Freight Claim Prevention Department of the Pacific Electric Railway was established approximately one year ago and its efforts are directed towards the removal of causes which have in the past created sources of loss of revenue arising from loss and damage freight claims.

Efficiency Will Prevent

What is loss and damage prevention but another name for efficiency? What constitutes efficiency on the railroad? First, the education of employees as to the proper performance of their duties. Second, enthusiasm of such employees in proper performance of their duties, and, in fact, the latter might well be considered as a question of personal loyalty to the interests of our employer. Freight Claim Prevention on the Pacific Electric Railway is primarily a study of local conditions and is based on all the phases of freight handling and freight station practices in existence on our lines.

Employees whose duties are coupled with the actual handling of our freight traffic comprise one of the most important agencies to bring about remedies for our defects and to give suggestions as to corrective measures necessary to overcome those defects. Errors should be brought to attention in order that concrete cases may be used as illustrative and educational, so that recurrences of same can be prevented for the future.

The individual employee, by giving thought to various angles of claim prevention as applied to his particular work, will enable the carrier to keep loss and damage under control and it is hoped that the importance of prevention of freight claims will become a matter of personal interest to everyone affiliated with the great Pacific Electric family.

Seventeen various bulletins have been issued by the General Superintendent's office pointing out specifically certain conditions which have a tendency to invite claims and the co-operation of freight conductors,

agents, and warehousemen is earnestly solicited in order that our situation may be improved.

The commodity which this Company sells is transportation and in order to properly carry on that business there must be revenue earned on that which is transported. If a shipment is transported on which revenue assessed amounts to \$1.00 and the same shipment is lost or damaged, then, nothing has been earned. We not only pay for the value of the shipment lost or damaged, but we have used up the revenue earned on transporting other shipments.

Accurate Checking Essential

Accurate checking of freight, either received from or delivered to shippers and consignees and a correct check of exceptions to freight received from or delivered to connecting lines or steamship companies is one of the most important matters confronting our station forces. Incomplete, improper or erroneous notations on bills of lading or waybills lays one of the foundations for loss and damage claims which could be entirely eliminated by the exercise of reasonable care and diligence on the part of the employee whose duties are those of a checker.

In the handling of a large volume of traffic through the harbor a real service can be rendered this Company by great care being exercised by such employees in the handling of their routine work and the Freight Claim Prevention Department is appealing to all employees whose duties, directly or indirectly are connected with the handling of our freight traffic, for their fullest cooperation.

Here are a few typical illustrations of claims arising through the lack of ordinary care:

A few months ago a conductor took a seal record of the right and left doors, but omitted recording the end door seals, with the result that we had to pay a claim of some \$800.00 on account of an imperfect seal record.

A checker received twenty-six reels of lead cable from the steamer, all with the lagging more or less gone and broken and the cable exposed. He failed to take any exceptions. Twelve of the reels were rejected by consignee and we were compelled to have them reconditioned, causing us a loss of several thousands of dollars.

Value of Clear Receipts

Another checker sealed a car of cotton and gave a receipt for same. Later, in the absence of the checker, the shipper opened the car to try to

(Continued on page 21)

Public Appreciation Expressed

Service and Courtesy Bring Their Reward

HERE is a little incident of courtesy, reported by a grateful patron, which gives us a thrill of pride as we record it. Unfortunately, the name of the loyal Pacific Electric employee involved is not available, but should he read these lines he will be glad to know that the management extends to him its sincere appreciation for his commendable thoughtfulness and service to the patrons whom he pleased.

The following letter, published in full, was received from W. V. Pittman, Manager of the Electric Supply Company, Riverside and is in itself the best evidence that could be presented to show the gratefulness of the public, the reward of service well performed and the value of an employee who can see and grasps the opportunity to show the public our desire to render **real service**:

"You no doubt get plenty of knocks in your business as I do in mine. But when a word of praise is deserving I believe in giving it.

"On Sunday evening, July 29th, I was a passenger on the Long Beach train leaving Long Beach at 9:00 p.m. and was trying to make connections with the Riverside train. I asked a Pacific Electric employee that was riding in the same coach with me, but who was off duty at the time, if my party would make connections with the Riverside train. He told me we would if we were on time, but unfortunately we were not on time. This Pacific Electric man volunteered to call Los Angeles from Compton, the place that he left the train, and ask them to hold Riverside train for party of four and two children.

"Although at the time I thought it was all bunk, you can imagine my surprise and gratification to learn when we reached the Los Angeles Depot that Conductors were inquiring for party of four and two children going to Riverside.

"If you know the name of this man, please express to him my thanks and to yourself my congratulations for having a man of his foresight working for the Pacific Electric Company. The Riverside train was delayed about one minute.

"Incidentally, Pacific Electric freight business will increase as much as it is in my power to help it."

THAT Motorman Thomas J. Morgan of the Pasadena local lines is performing his duties in an efficient and cheerful manner, thereby making friends for himself and the Company, is evidenced by the following excerpts from a letter written by Mr. G. D. O'Neill, 832 S. Euclid Avenue:

"Many of your patrons have commented upon the courtesy of Motorman Thomas J. Morgan, who drives

car No. 349 and I deem it only fair to call your attention to this phase of his daily life.

"While attending strictly to duty, not a day passes in which he does not find time to ease someone's burdens or to gladden someone's life. Now that the bus system is about to be established along South Los Robles Avenue, regrets are being expressed by feeble and aged passengers who have ridden with him, that he is to be taken on some other line. No matter what the weather may be or whether he be tired or ill, Mr. Morgan is not only eager, but willing to assist where he sees assistance is needed. This is especially true concerning mothers with babies or young children, regardless of their race or color, and also in the case of enfeebled men and women.

Your Company is to be congratulated on possessing such a Motorman."

THE following commendatory was received from Dr. E. L. Miller, 698 Rampart Boulevard and shows the attitude of the public in matter of courtesy treatment. The Conductor to whom he has reference is Conductor R. L. Schreiber, of the Northern Division.

"A Conductor on the Oak Knoll Line, Number 622 (Mr. R. L. Schreiber) impresses me as a very polite and efficient man in his work. He is a total stranger to me, and I have no personal interest whatever, but as one who has been in the business of looking after the welfare of young men for many years, I like to commend when I see a young man attending to his work in an efficient manner."

BEING ever alert is a virtue that pays a just compensation, this fact being impressed upon the mind of Conductor Rowley, Western Division, upon receipt recently of a \$5.00 voucher issued from the Vice-President's office for having forestalled the misuse of a pass book.

The book was issued in favor of Conductor M. O. Keith who sometime ago reported it lost. Recently a boy of about sixteen years of age presented the book for transportation. After scrutinizing the lad, Conductor Rowley proceeded to question him. Seeing that he had a live-wire Conductor to deal with the boy made a hurried get-away, but without possession of the book.

MOTORMAN J. Brunzell, Southern Division, has been officially commended for not only his action in observing a flagman at the Vernon Avenue crossing in an unconscious condition, but for remaining at the important post until relieved. At such a burdensome traffic point serious ac-

cident might have occurred but for the alertness and timely action of Mr. Brunzell.

TRIBUTE is paid to Motorman Chrisman, of the Southern Division, in a letter addressed to Mr. Pontius by Louis Herzog, Editor of the California Pythian Star. Mr. Herzog relates how he attempted to catch a car, was handicapped by a speeding motorist being alert Motorman Chrisman noted his plight, and as Mr. Herzog expressed it—"used the right kind of gumption, waved to me and stopped the car so that I might board"

While en route to his destination Mr. Herzog also noted and reported the kind attention given by Motorman Chrisman to a crippled lady passenger. "It is such actions as these that make life worth living," wrote Mr. Herzog, who requested that we give notice to Mr. Chrisman that his sincere efforts to do good are noted.

COMPETITION AS REGULATOR OF FARES AND SERVICE

Advocates of competition among public utilities will do well to consider seriously the remarks of an English authority on this subject who shows that the public, as well as the utility, frequently suffers through ill-advised competition. The following statement, dealing with the transportation situation in London, is worthy of more than passing thought:

"Competition is a dangerous weapon. It may seem to offer immediate gains, but they are at the expense of future losses. This is the universal experience. Competition causes congestion on the more remunerative routes, destroys reliable service on the less remunerative routes and curtails the unremunerative routes.

"Competition weakens the undertaking, so that the fresh capital required for progress cannot be obtained on reasonable terms, and therefore becomes a greater burden upon the passengers who ultimately have to meet the interest charges in the fares paid. The improvements which your companies are now making are a sure consequence of the measure of prosperity which has at last come to them. Is it all again to be cast away? Competition ends in obsolete vehicles being retained in service, when they should have reached the scrap heap, and this means a poor, slow service instead of a fast one."

Clerk: "Now see here, little boy, I can't spend the whole day showing you penny toys. Do you want the world with a fence around it for one cent?"

Little Boy: "Let me see it."

No Bother to Him

Singleton: "It's such a bother deciding about vacation."

Wedmore: "It doesn't bother me. The boss tells me when to go and my wife tells me where."—Boston Transcript.

THE MOVING TRAIN

The railroad train is not dangerous while it moves along the track, and persons and objects keep off the track. If it leaves the track there is a smash. If it runs into something that gets in its way, disaster is certain.

There is small danger in boarding a standing train. To board one that has started is a hazardous proceeding. The brakeman learns to do it as part of the day's work. The average citizen has no right to make the essay. He might swing on and escape unscathed, but the attempt involves risks that he has no right to take. The loss of a few minutes intervening before the next train shall start, compared with life or even with limb, is a matter of the most trivial consequence. In a general way all this holds good as to reversal of the process. Leaping from a moving car is an experience fraught with peril. One does it and receives no hurt. Another does it only to be maimed or killed.

These are plain facts that it might be supposed everybody would know instinctively, but in the strangest fashion the truths attested daily in reports of accidents and in the mortuary lists, do not seem to make lasting impression, or indeed, any impression whatever.

The laden automobile is driven in front of the rushing train, with the usual result. People still grab for the last rail of the departing car. They continue as ever to jump from a car, alighting possibly right in the path of traffic.

Nobody understands exactly why human beings perform such acts, but they do.—S. B. Sun.

GEO. W. CHURCHILL PASSES

Every employee who had the pleasure of knowing George W. Churchill, retired Special Agent, whose death occurred July 14th, will learn with keen regret the passing of this beloved veteran. For many months past Mr. Churchill had been in ill health and his passing did not come as a surprise to the many friends who visited him frequently in his last days.

Beginning service with the Company in March, 1902, Mr. Churchill gave nineteen years of effective and loyal service to the Company and retired in March, 1921, on account of failing health. That his heart and loyalty to his employer and associates still survived, despite his poor health, was evidenced in the recent motorbus election at which time, enfeebled in health, he called and insisted on being given an assignment to help the cause of our Company. The world and all who knew sustained a real loss with the passing of George Churchill.

A man should never be ashamed to to own that he has been in the wrong; it is but saying, in other words, that he is wiser today than he was yesterday.—William Penn.

Evidence Exhibited



Truly "grand and glorious" was the sensation when he landed this monster of the sea says F. J. Oriva, Conductor of the Southern Division.

IT IS one thing to tell of how long or how large a certain fish was we landed, and quite another to produce the bona fide evidence. That the tuna he landed was longer than his height and weighed 112½ pounds, with a picture and newspaper account supporting the accomplishment, is a source of keen satisfaction these days to F. J. Oriva, Conductor of the Southern Division, who made the unusual catch late last month.

Mr. Oriva, an ardent fisherman and sportsman, has been after one of these prized beauties for many seasons past and failing to bring one home has resulted in his being the object of considerable good-natured kidding from his fellow sportsmen. Now that he has landed it, life has taken on a brighter hue and Oriva is making the most of his opportunity to "tell the world" about it. The catch was made ten miles off Seal Rock, Catalina and was only brought to bay after a fifty minute struggle which taxed Oriva's strength and skill to the utmost.

Confident that his catch will not be bested this season, Oriva is already

OIL TERMS EXPLAINED

The origin and explanation of the frequently used terms "specific gravity" and "Baume degrees" are explained in the following item by L. H. Appel of the Electrical Department:

"The density of oils may be expressed in two distinct ways, namely as "specific gravity," or in "Baume degrees."

"Specific gravity is the scientific method of notation, and is the ratio of the weight of a given volume of oil to that of an equal volume of pure water. The Baume scale is based on an empirical method of stating the gravity of oils, invented by Antoine Baume, a French chemist, in the eighteenth century, and has been universally adopted by the petroleum industry for expressing the relative density or gravity of oils.

"Two scales were devised by Baume; one for liquids heavier than water, and the other for liquids lighter than water. As crude petroleum is lighter than water, we are more interested in the scale for the lighter liquids.

"The original Baume hydrometer had its zero of the scale determined by the point at which the instrument floated in a 10-per cent solution of pure salt, and the point at which the instrument floated when immersed in distilled water at 54½° F. was marked 10. Equal divisions were then marked off upwards along the stem of the instrument. Therefore, liquids lighter than water have higher scale readings than 10, and consequently the lighter the oil, the higher the degrees on the Baume scale.

"Gravities are now expressed for liquid temperatures of 60° F instead of 54½° F, as originally determined by Baume, but 10 remains the gravity for water.

"The hydrometer method of determining gravity is naturally only approximate, so that if the gravity is desired with scientific accuracy, it is determined by means of an actual water equivalent comparison and then converted into Baume degrees."

Only a Quotation

Officer (just bawled out)—Not a man in this division will be given liberty this afternoon.

Voice—Give me liberty or give me death.

Officer—Who said that?

Voice—Patrick Henry.—

Oh, Teddy!

Customer—I want some winter underclothes.

Clerk—How long?

Customer—How long? I don't want to rent 'em, I want to buy 'em.—Gargoyle.

contemplating the pleasure of possessing the valuable trophy to be awarded to the season's prize tuna fisherman by the Rod & Gun Club.

Anderson Crossover

By A. A. Garthoff, Conductor, Northern Division

To fully appreciate the following lines, you should resurrect the little bunch of books you used to tuck under your arm and tote to the Little Red School-house, and read again the prologue to Longfellow's "Evangeline"—
*"This is the forest primeval. The murmuring pines and the hemlocks
 bearded with moss, and in garments of green, indistinct in the twilight, etc., etc."*

THIS is the Anderson crossover. The murmuring stretches of overhead,
 Bearded with spans, and in garments of rust, indistinct by the switchlight,
 Hang like a spider's web, anchored fast to the viaduct,
 Hang like a mighty net, to gather us in to the clubhouse.
 Loud from its brick-lined caverns, the deep-voiced neighboring sewer,
 Speaks, and in accents disconsolate, answers the wail of a car-whistle.

This is the Anderson crossover; but where is the car that once o'er it
 Sped like the roe, when he hears in the woodland the voice of the huntsman?
 Where is its crew, who in haste failed to put out proper protection;
 Men who once took a chance, in order to save a few minutes,
 Noticing not that a freight train was bearing down inbound upon them?
 Waste is that baby-five car, and the trainmen forever departed;
 Scattered like dust and leaves when the mighty blast of October Sieze them, and whirl them aloft, and sprinkle them far o'er the ocean.
 Naught but tradition remains of the crew that crossed over unprotected.

POMONA P. E. SOCIAL CLUB ENJOYS UNIQUE OUTING

Red lanterns were hung to mark the meeting place; invitations were written on Pacific Electric train order blanks, every feature was a novelty and contributed to the success of the P. E. Social Club entertainment at Pomona on July 12, at Ganesha Park. Invitations of the affair were sent out by the Secretary, Mrs. Ray Hamilton, several days in advance, and the wording of the unique announcement was composed by the Club President, Mrs. W. B. Foote, reading as follows:

"Report for duty at Ganesha Park;
 Red lantern signals the place will mark;
 There will be oratory and lots of grub—
 Compliments of the P. E. Social Club.
 Your wife and children you are to bring.
 The time is 6:45 P.M. Ding! Ding!"

Beautiful gladioli, donated by Mr. A. G. Owens, of San Dimas, graced the eight tables where supper was served to the one hundred guests. Favors of miniature railroad signal flags in red, green and yellow marked each place. Horns, balloons, hats and such fun-furnishing articles were given the guests.

After dinner a comedy skit, arranged by Mrs. Foote, was given and proved exceedingly clever and entertaining. It was entitled "All in the Day's Run," or "The Tale of the Dinky" and was a

take-off on the trials of a Conductor. The cast of characters was:

The Conductor—Mr. J. H. Jordan.
 Mrs. Perkins—Mrs. Geo. Mansfield.
 Blouzilinda—Her dog.
 Mrs. Higgins—Mrs. W. B. Foote.
 Percival Higgins, her "little" son—
 Mr. Bloom.

Beautiful passenger who is nabbed by the bus—Mrs. Leo LaVoy.

The Motorbus Driver—Mr. Osgood.
 Section Hands—Leo LaVoy, Harry Mansfield, Floyd Bloom and A. J. Miller.

The speakers were F. L. Annable, General Superintendent, and A. C. Bradley, Superintendent of the Northern Division.

Many out-of-town guests were present and all declared it to be an evening of great pleasure. Much praise for the success is due Mesdames A. J. Miller, J. T. Ashcroft, "Casey" Jones, W. B. Foote and Leo LaVoy.

True Enough

First small boy: "Well, I showed up the teacher before the whole class again today!"

Second s. b.: "Yeh? Wise us up!"
 F. s. b.: "She asked me for Lincoln's Gettysboig address'n' I had to tell her he never lived there.

—Selected.

EMPLOYEES OF PASSENGER DEPARTMENT ADVANCED

Announcement of the appointment of Mr. Fred C. Patton to the important post of Asst. Superintendent of the Los Angeles Motorbus Company was made August 1st on which date Mr. Patton assumed his new duties. This company is to be jointly owned and operated by the Los Angeles and Pacific Electric Railways and its busses will serve certain districts of the city not now having rail service and as auxiliaries to the lines of both the local electric railways.

Pending the settlement of the recent motorbus issue in Los Angeles, Mr. Patton rendered valuable service in making extensive surveys, which, combined with his previous experience in the transportation field, won him the post to which he has been assigned. He began service with the Pacific Electric in March, 1918, as Ticket Agent at the Harbor, being subsequently promoted to Ticket Agent and Traveling Passenger Agent of the Southern Division.

Mr. M. C. Brucker, formerly Chief Rate Clerk, has been selected to fill the vacancy created by Mr. Patton's appointment. Mr. Brucker was first employed in May, 1917 as Stenographer, was promoted and served successively as Ticket Agent, Ticket Stock Clerk and Chief Rate Clerk in the Passenger Department.

To fill the vacancy of Mr. Brucker as Chief Rate Clerk, Mr. Arthur Levin was promoted from the position of Secretary, Passenger Traffic Manager, and Mr. Geo. H. Cooper, formerly Rate Order and Transportation Clerk will henceforth serve as Mr. Smith's Secretary.

All of the foregoing promotions were in recognition of service well rendered and in line with the Company's policy of advancing to higher positions employees from its own ranks who have demonstrated their ability and worthiness.

MISS AGNES NELSON WEDS

Another victim for Cupid is recorded in the recent marriage of Miss Agnes Nelson who severed her connection with the Company last month to become the bride of Mr. John M. Lang, a druggist of Glendale. The wedding is the culmination of a life-long friendship and immediately following the ceremony, which occurred on July 18th, the happy couple started on an automobile honeymoon through Northern California.

Miss Nelson is well known and beloved by a host of friends made during her twelve years of valiant service in the Conductor's Accounts Bureau of which department she was Asst. Head Clerk at the time of her resignation. A traveling bag, fitted with toilet case, and a gold bracelet set with sapphires were gifts presented to Miss Nelson prior to her departure by fellow associates. A long life of wedded bliss is the sincere wish of an army of friends.



ACCOUNTING DEPT. NOTES

By Don Goldsworthy

The improvements to the P. E. Building are well advanced on the second floor, although at this time it is a little noisy and dusty on account of the changes in partitions and doors. There is no doubt but that when the work is completed, the greatly improved appearance will be well worth the cost and temporary inconvenience.

Harold Kuck now has an additional incentive in life, the same being a son who recently weighed in at 6¼ lbs. Haro'd reports everyone in favorable condition.

With the transfer to Torrance of the store accounts, quite a few familiar faces are missing. The folks transferred to Torrance were: Store Order Clerk, T. McKnight; Price Clerks, F. Dilthev F. Hopkins, and C. E. Mundy; Comptometer Operators, Miss L. Gill and Miss S. Parks, and Stenographer Mrs. Q. Kay Miss P. Oliver was also transferred, her new location being the Freight House.

It develops that Miss M. Thompson while taking her vacation, also took unto herself a husband, the lucky man being a Mr. Bates.

Miss A. Pieratt also became a bride while on her vacation and recently resigned to take up the important duties of the housewife.

The former Miss Peggy Johnson also has taken unto herself a helpmate, and now it is "Mrs. Oliver."

The department takes this opportunity to collectively wish these brides every good blessing.

Sincere sympathy is extended to Miss Eleanor and Edward Uecker and family on account of the death of their brother Bert, who succumbed and passed on after a long illness.

Due to the creating of a new position on compiling auto bus data which has been filled by H. Thomas, several departmental promotions have been made. Earle Moyer succeeded Harry Thomas, while Mr. Collins comes from Torrance to handle the A. R. A. work formerly handled by Moyer. Several other changes resulted, with the transfer of D. Goldsworthy to the Immediate Bureau and William Keelin, Edward Uecker, George Perry, and Everest Teel each having undertaken new and more responsible work.

Ferd Ogden has been having more than his share of bad luck. He recently was in the hospital, and a week or so later his young son broke his left art. Both are recovering nicely we are glad to learn.

The various bureaus report the following vacationists:

General Accounts:
Mr. Saunders, San Jose, and San Francisco Mr. Benadaum, a week, location unknown.

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

Passenger Revenues	\$1,182,032.27	
Freight and Switching Revenue	615,751.31	
Other Revenue	97,378.67	
Total Railway Operating Income	\$1,895,162.25	
Total Railway Operating Expenses:		
Wages	\$846,227.26	
Other Charges	403,348.04	
Transportation for Investment—Credit	4,605.38	1,244,969.92
Revenue—Less Operating Expenses		650,192.33
Depreciation	24,046.27	
Taxes assignable to Railway Operations	81,170.22	
Total Depreciation and Taxes	105,216.49	
Revenue, Less Operating Expenses, Depreciation and Taxes....		544,975.84
Non-Operating Income		9,983.17
Net Revenue	554,959.01	
Interest on Bonds and Other Debt	332,987.97	
Rents and Miscellaneous Income Deductions	128,207.80	
Total Deductions	461,195.77	
Net Income for month		93,763.24
Net Income for six months		305,020.07
Los Angeles, Cal., July 26, 1923		L. A. LOVELL, Auditor.

Disbursements:

Mr. Labbe, P. E. vacation camp; Mr. G. V. Smith, P. E. vacation camp and Catalina; Mrs. Sodowsky, Oklahoma; Mr. Manhart, San Diego and Old Mexico via Ford; Mr. Williamson, at home; Mr. J. H. Goldsworthy, at home.

Stenographic:

Miss H. Bastian, Joplin, Miss; Miss E. Sparks, Glacier National Park.

Calculation:

Miss C. Doll, San Francisco by boat.

Freight & Passenger:

Mr. Knowlton, Maine; Miss Paulsen, San Francisco; Miss Hockenberry, at home; Miss B. Bastian, at Home; Mrs. Hurlbut, at home.

A MODERN RIP VAN WINKLE

For twenty years two chess players met daily at Brown's house, took their places silently, played their game, and silently departed. For twenty years a third party sat by and silently looked on.

Then one of the two players failed to show up—for the first time in twenty years. After waiting a few minutes, his partner said to the on-looker, "I guess he isn't coming today. Will you play his men?" "Sorry," was the answer, "but I don't know the game."

He had followed every move for twenty years but he didn't know the game. He had watched the drama of king and castle for two decades without sensing a single undercurrent of strategy, speculating on a single motive, or anticipating a single coup.

He had displayed infinite patience in looking at the game, but he couldn't be bothered looking into it. He showed every symptom of life except its first symptom—curiosity.

He belonged to that listless army of passive observers who clutter up the side lines of business—men who look without seeing, listen without hearing, do without understanding.

Placed in an office—at a bench—he would remain twenty years ignorant of his neighbor's job, his superior's problems, his own significance. When the opportunity for advancement came, he would have to say, "Sorry, but I don't know the game."

The time to succeed is when others, Discouraged, show traces of tire; The battle is fought in the Homestretch, my son, And won—Between the Flag and the Wire!—Author Unknown.

"FAMOUS LAST WORDS"



Reprinted from Indianapolis News

WESTERN DIVISION NOTES
By E. C. Brown

Motorman H. B. Snead is wearing that smile that won't come off as he counts his dividends from his oil holdings.

Having two ribs broken is the misfortune that Motorman Biggerstaffs suffered recently and thoughts of sympathy are daily expressed by his many friends.

The trainmen, through these columns, extend their sincere sympathy to W. H. Logan, Ticket Agent at Hill Street Station, on account of the loss of his mother.

We are glad to see Motorman O. B. Edwards has returned to work after recovering from the painful accident which he suffered when a piece of steel pierced his eye.

Conductors N. R. and L. E. Koch are back to work after spending their vacation in the wilds of Arizona. The trainmen are impatiently waiting to see what the Koch boys are going to do with that wild cat they brought back.

NOTICE TO BOXERS: We have a man on the Western Division—Conductor A. E. Einert, weight about 165 pounds, who issues a challenge to any man on the P. E. system to box him a four round exhibition at the Pacific Electric Picnic at Redondo on August 25th.

The discontinuance of our get-together meetings was a disappointment to Motorman Delman who recently returned from Atlanta. He had planned to give a talk on his experiences while away. Let us hope that the story will "keep" until our October meeting.

What is good for seasickness? We must know before Motorman L. E. Titus takes his next deep sea fishing excursion. He went out for some fish recently, but when he returned he had nothing but a pale and haggard expression, from which one naturally draws his own conclusions. If he had only thought of lemon drops, gum drops, cough drops, or something of the sort.

NOTICE TO THE MEMBERS OF PACIFIC ELECTRIC CLUB

Ballots will be out between August 10th and 15th for the election to be held on August 30th for members of the new executive committee of the Pacific Electric Club. Members are urged to be there and get the ballots back as quickly as possible. There will be several more members this year than last on account of the increase in membership of the club.

Ed Mush has rested 'neath this sand Since he tried driving with one hand.

P. E. Ball Club Lands 2nd Place

Defeats Leader in Final Game and Proves Class of Company Aggregation

AT THE close of the Industrial Base Ball League season we find our team in second place, less than 1½ games behind the leaders, the Hammond Lumber Company. We feel proud for the good showing of the team in its initial appearance, especially in view of the strong competition encountered. The team is very well liked in base ball circles due to its morale and sportsmanship and is considered one of the strongest semi-pro nines in Southern California. By virtue of winning second place honors the team has been awarded a cash prize which was equally distributed among those who were members of the club at the end of the Industrial League season.

It is likely that the club will enter some league, which will no doubt be organized within the next few weeks and until that time will play independent ball on Sundays. The first independent game having been arranged for Sunday, August 5th, with the strong Van Nuys team, who have just won the San Fernando Valley League championship, which league closed a week or two ago. The Van Nuys team also won the championship of Southern California for the year 1922.

Before entering another league it is anticipated that the team will be re-

organized and those employees who can play ball and would like to have a try-out will be given an opportunity by communicating with the manager of the Pacific Electric Club Ball Team, Chas. P. Hill, room 221, Pacific Electric Building.

During the Industrial League season just closed, the team made quite a remarkable record both in batting and in fielding as a whole. Out of 445 times at bat, 171 base hits were made, giving the team batting average for the season of .384 per cent. Out of 439 chances in the field the players took care of 415, giving a team fielding percentage of .945. This outshines any record made by other Industrial League teams and is probably as good as any semi-pro team in Southern California.

In addition to the above, the team has participated in the two fastest played games on record in semi-pro base ball in Southern California. These two full nine-inning games being played with the Hammond Lumber Company in 1 hr. 15 mins. and 1 hr. 20 mins.

The following is a table of individual records of each member of the team during the Industrial League season just closed:

Player	A.B.	T.H.	H.	R.	3-B.	2-B.	1-B.	R.	S.H.	B.B.	H.P.	S.O.	S.B.	P.O.	E.	B.A.A.	F.A.
Barnes	50	15	1	1	3	10	11	2	5	0	13	7	23	26	1	.300	.980
Bertelsen	42	13	0	1	4	8	6	2	9	2	11	2	119	18	7	.310	.951
Burgess	13	4	0	0	2	2	2	1	0	0	7	0	1	6	2	.308	.666
Chapman	57	25	2	2	4	17	14	3	2	0	9	5	26	2	1	.439	.566
Grant	10	3	0	0	0	3	5	0	2	0	3	1	4	8	1	.300	.923
Grenke	50	10	0	1	1	8	7	1	2	1	13	3	12	5	3	.200	.837
Knox	37	23	4	3	4	12	12	1	3	0	6	2	6	22	0	.622	1.030
Leonard	53	22	2	2	3	15	11	0	7	0	10	1	17	24	1	.416	.941
Levin	26	13	3	1	3	6	8	0	1	0	2	1	4	7	2	.500	.846
Rachford	53	21	4	1	4	12	14	0	1	1	11	10	7	1	2	.414	.800
Redding	8	5	1	0	0	4	2	0	2	0	2	2	5	0	0	.625	1.000
Smith	46	17	0	0	2	15	6	2	1	0	6	10	66	6	2	.363	.986

Team's Batting Average, .384.
Team's Fielding Average, .945.

The above figures for those players participating in at least three games and members of the Team at the close of the season.

COMPARISON OF ACCIDENTS DURING JUNE, 1922 AND 1923

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922	
Interferences with vehicles	149	98	136	83	207	152
Collisions & Interferences with car	10	5	19	6	20	9
Persons struck by cars	4	5	6	1	4	5
Derailments	3	6	35	17	10	8
On and off moving cars	14	19	30	13	20	24
Miscellaneous	27	35	51	55	55	35

Total 207 168 277 175 316 233

	1923	I-39 1922	I-102	I-83
Interferences with vehicles	492	333	47.7%	Increase
Collisions and interferences with cars	49	20	145. %	Increase
Persons struck by cars	14	11	27.2%	Increase
Derailments	48	31	55. %	Increase
On and off moving cars	64	56	14.3%	Increase
Miscellaneous	133	125	6.4%	Increase

BUS ACCIDENTS DURING JUNE, 1923:

Interferences with vehicles	24
Miscellaneous	2

Aspire to Fewer Freight Claims (Continued from page 15)

locate a bale that was missing. When the checker was told what had happened he resealed the car without a re-check. When the load reached the dock, a shortage of fourteen bales was alleged, although the seals were intact. We found, however, that at the destination, the ship's outcheck proved no shortage. Our second check at the dock was erroneous, which shows how careful we must be when checking. The original checker was lax in giving a clear receipt after car had been opened without rechecking before resealing car. Had the steamship company been so disposed, or if any real shortage had occurred after the shipment left us, they could have stood on the check into ship and we would have had to pay.

Again, a checker gave a steamship company a receipt for two bales of rugs destined to a connecting line, but they checked short at destination. The ship line had our receipt and as a result we were obligated for a matter of several hundred dollars. On going into the matter with the Claim Agent of the steamship company we learned that the two bales in question were never delivered to us, but had been forwarded to their salvage room.

Many other cases could be cited where we have had to pay claims on account of ordinary care not having been used, and you can see that it behooves each of us to watch and be very sure we are right. We know that no one intentionally does these things and that all are willing to assist but if we do not call attention to matters of this character and get your co-operation, we cannot succeed in preventing claims.

P. E. MASONIC CLUB DANCE PROVES GAY EVENT

Over a hundred people were present at the Pacific Electric Club and enjoyed the first annual dance and entertainment given by the P. E. Masonic Club on Saturday evening, July 21st. The Pacific Electric Orchestra supplied splendid music, the excellent quality of which was commented upon freely by the dancers.

Entertainment was furnished by professionals and was interspersed between dances. It was an enthusiastic party, all of whom thoroughly enjoyed the dancing, singing and acrobatic acts that were given. Cards were played by some of those who did not care to dance. The evening was quite warm and the refreshing punch which was served gave solace to the revelers.

Those who were unable to attend this function missed a great treat and should be present for future affairs which will be held from time to time.

To Messrs. Vickrey and McCammond the party largely owes its success. They worked diligently to care for the details of the event and from expressions of enjoyment made by the guests their efforts were successful.

TOTAL ECLIPSE OF SUN DUE SEPT. 10 IN SOUTHLAND

Scientists from far and wide are to gather in Southern California to witness the total eclipse of the sun scheduled to occur in Los Angeles at 1:00 p. m. on September 10. Several astronomical societies have already engaged locations on Catalina Island for the purpose of viewing this celestial phenomena which occurs only at widely separated points on the globe at infrequent intervals. On this occasion, the moon's shadow will pass directly over the extreme southwest part of the North American continent.

Just what occurs when the sun is totally eclipsed is explained as follows by Prof B. R. Baumgardt in a recent issue of the Masonic Digest:

"We often witness an isolated overhead cloud casting a distinct dark shadow on the surface of the earth, while the sun is directly illuminating the landscape around the shadow spot. If the cloud is in motion the shadow will move, often with great velocity, across the field. In this common everyday experience we are in reality witnessing a miniature eclipse of the sun. For our moon sometimes acts the role of the cloud and being apparently the same size as the sun in the heavens, opportunely screens for a few brief minutes the disk of the sun, thus cutting off and hiding from mortal view the dazzling glare in which the solar orb hides itself with all its mysteries and secrets from over-curious man's regard.

"The moon, being a solid, spherical body casts a cone-shaped shadow, which, under certain circumstances, is long enough to reach the earth some 240,000 miles distant, but which we cannot see owing to the sun's illumination. When the tip of that shadow strikes the earth it moves swiftly

COVER PICTURE

READERS will have no difficulty in determining that our cover picture this month is a scene at Long Beach. While it gives some idea of its popularity and attractiveness to the pleasure seeker, a panoramic view taken from the same location have disclosed innumerable large office buildings testifying to the fact that Long Beach is not alone a recreational center, but a thriving industrial city as well.

With a population of but 2200 in 1900, Long Beach today is the abode of more than 105,000 persons and is ranked as the fourth largest city of California. Blessed with a climate of delightful mildness, untold liquid mineral wealth and many other resources of Nature, the growth of Long Beach is destined to continue with unparalleled rapidity.

across its surface, a motion due to the rotation of the earth on its axis and the motion of the moon in its orbit."

From this same article we further quote Prof Baumgardt: "About ten minutes before the sun is blotted out the darkness begins to be felt. The disappearing light becomes changed in quality, something like the calcium light used in optical projection. The temperature is lowered and often dew falls. Animals seem perplexed; birds often go to roost. Presently the moon's shadow is seen coming from the west, devouring its way like a black thunder storm. The air seems to quiver; first and second magnitude stars make their appearance around the soar-eclipsing moon, which hangs like a gigantic cannon ball suspended overhead, with apparently nothing to keep it from falling on the earth. The darkness which comes on is not intense, but mysterious. If it be an eclipse of short duration, a minute or so, there is little difficulty in reading the time of a watch; on the other hand on the occasion of a maximum duration eclipse (seven minutes and fifty-eight seconds) the darkness is so great that artificial light is necessary. Altogether it is the most majestic spectacle of which the memory of man retains an impress.

"Some of the interesting circumstances of the Southern California eclipse of the sun for September 10, 1923 are as follows: There has not been an eclipse of this kind visible from Southern California since 1806; nor will there be another until August 12, 2045.

"The path of the total phase of the eclipse begins in the Pacific Ocean south of Japan; it crosses the Pacific, grazing the extreme southwest part of California and the Channel Islands off the coast; enters Mexico at Ensenada; traverses Mexico and Honduras; passes over the Atlantic Ocean to a point east of the West Indies, where the moon's shadow leaves the earth."

JACK BIRMINGHAM ILL

Many friends will regret to learn that J. A. Birmingham, Manager of Motor Bus Service, on account of poor health has been advised by Dr. Weber to take an extended leave-of-absence. On July 16th Mr. Birmingham left for a lengthy trip into the San Bernardino Mountains intending to visit the various resorts and spend some time at the P. E. Camp. In recent months his health has not been the best and by leaving now when weather conditions are favorable to outdoor life we hope to number "Jack" one of us at no far future date.

During his absence, Mr. Birmingham's duties will be cared for by Frank Farnham Supervisor of the Northern Division whose former chief duties involved the handling of U. S. mail.





Ford Is Richest Man

Who are the 100 richest men in the world? asks the London Express. It answers the query by giving a list at the head of which is Henry Ford, whose fortune it estimates at \$500,000,000. John D. Rockefeller comes next with \$450,000,000; Andrew W. Mellon, secretary of the treasury, is third, with \$150,000,000.

An A-1 Memory

Blinks, after inviting his friend Jinks to dinner, was telling him about the remarkable memory of his little son, Bobby. "And do you think he will remember me?" asked Jinks.

"Remember you? Why, certainly he will."

An hour later they entered the house, and after Jinks had greeted Mrs. Blinks he called Bobby over to him.

"And do you remember me, my little man?"

"Course I do. You're the man that pa brought home last year and made ma so wild about it that she didn't speak to pa for a week."

"Mummy, is it lunch time yet?"

"No, darling, not for another hour."

"Well, then, my tummy must be fast."

The Cold Diggers

Two little worms were digging away. They were diggin~ in dead earnest. Poor Ernest!!—Purple Cow.

New York City now has 5,800,000 inhabitants, plus 245,000 daily arriving commuters from surrounding suburbs, 118,000 visitors daily from other parts of the country, 5,000 daily average arrivals from foreign ports, or a daily average of practically 6,200,000 persons.

Charles Salazar chose the latter part of May for his vacation period. The place is at Hot Springs, one of the finest resorts in California.

Permanently Parked

Here lies the Dashing Harold Blake, His car had pep, but he had no brake.

A man who lost his Ford advertised for it thus: "Come back, Elizabeth, and all will be forgiven."—Exchange.

Fifty-Fifty

Smith—"Brown, you're a man of experience. Which makes the best wives—blonds or brunettes?"

Brown—"I didn't notice any particular difference in my wife either way."

Every trainman is a business getter, or a business loser for the Company.

Hard-boiled

The waitress slammed down the cutlery, snatched a napkin from a pile and tossed it in front of him.

"Watcha want?" she snapped.

"Coup'a eggs," growled the customer.

"How ya want 'em?"

"Just like you are."—United States Monitor.

The Seven Ages of Women

- Safety Pins.
- Hair Pins.
- Fraternity Pins.
- Diamond Pins.
- Safety Pins.
- Clothes Pins.
- Rolling Pins.

Why Preachers Leave Home

This startling advertisement recently appeared in a town newspaper:

"The ladies of the Plum Creek Church have discarded clothes of all kinds.

"Call at 44 North Plum Street and inspect them."

Home to Roost

"Bertie," said mother sorrowfully, "every time you are naughty I get another gray hair."

"My word!" replied Bertie, "you must have been a terror. Look at grandpa!"—Chicago Tribune.

No Invitation Needed

Servant: "There's a man come to see you, ma'am."

Mistress: "Tell him to take a chair."

Servant: "He has, ma'am. He's taken them all and they're moving the piano now. He's from the furniture store."—(Detroit Free Press.)

Too Sociable

Once a maid lost her hold on a strap and reclined in a bachelor's lap;

"Oh, pardon!" she cried,

And the monster replied:

"Keep your seat—I'm a sociable chap."—Valdoste Times.

Generous Boss

"The boss offered me an interest in the business today."

"He did!"

"Yes, he said that if I didn't take an interest pretty soon he'd fire me."—Sour Owl.

North Carolina Leads

The law enacted by the State of North Carolina requiring all motor all motor vehicles to come to a dead stop before crossing railroads has gone into effect.

Its There

New Yorker: "I suppose the citizens of your town have plenty of public spirit."

Middle West: "Well, you can get it if you know how, but I wouldn't go so far as call it public."

Not Corresponding

"Have you a letter from your last mistress?"

"No, mum; we parted good friends, but we ain't been carryin' on no correspondence."—Upland News.

Picturesquely Put

Disgusted Cop (at crossing)—Some chauffeur, you are! Say, if you were crossing the Sahara desert you'd run into a hydrant.—Boston Transcript.

Trump

Wife: "I had a lovely time at the bridge party this afternoon."

Hub: "Did you have the best score?"

Wife: "No; the best gown."—Boston Transcript.

Husband—Did you have a busy time at the sewing circle?

Wife—We did until the woman arrived that we were talking about!—Fishing Gazette.

Here lies the body of William Tidd, He thought his tires wouldn't skid. They did.

Yes, Yes, Indeed

Son: "Say pop, what do you call a man who drives an automobile?"

Father: "It all depends on how close he comes to me."

When forests burn—you lose.

A smoking match carelessly thrown aside may mean a smoking forest.

It Did, Too.

Son—Mother, did you ever hear a rabbit bark?

Mother—No, dear. Rabbits don't bark.

Son—That's funny. My book says rabbits eat cabbage and bark.

At The Ticket Window

Old Negro Mammy—Ah wants a ticket fo' Florence.

Ticket Agent (after ten minutes of weary thumb'ing over railroad guide)—Where is Florence?

Old Mammy—Settin' over dar on de bench.

Radio Humor

"Pa, what does broadcasting mean?" asked C'arence.

"Telling a secret to a woman, son," replied Pa.—Cincinnati Enquirer.

LIVING UP TO A PROMISE

WHEN the V. A. Corrigan Company purchased the jewelry business of P. J. Flaherty & Co. at 631 So. Main St., Los Angeles, they established a certain standard of doing business, of which integrity has been the key-note.

We believe in sincerity, selling NEW merchandise only for cash or deferred payments at the factory established cash selling price.

We have maintained that standard! And again we repeat, that if there is anyone who has purchased a watch from us, had their watch repaired, in fact, have had any transactions with us whatsoever that has not been entirely satisfactory, it is not too late. We guarantee a satisfactory adjustment, and it is not "satisfactory" to us until you say so.

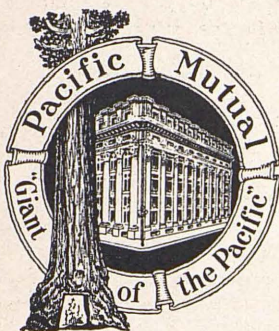
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J. V. Smith, 6th St. Terminal, Macy St. and Long Beach

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Hollywood
Long Beach
Pasadena
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Eagle Rock
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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

June 30th, 1923.

ASSETS

Loans and Discounts	\$29,990,736.81	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness..	3,975,654.06	
Other Bonds, Stocks and Securities	1,203,671.41	
Bank Premises	486,821.48	
Customers' Liability on Letters of Credit	403,101.32	
Customers' Liability on Account of Acceptances	18,142.07	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	89,926.88	
Cash on Hand	\$2,198,848.43	
Due from Federal Reserve Bank of S. F.	2,689,972.61	
Due from Banks	5,099,602.94	9,988,423.98
		\$47,731,478.01

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	609,368.10	\$ 4,109,368.10
Reserved for Taxes		35,989.55
Reserved for Interest		26,132.54
Unearned Discount		58,077.68
Securities Borrowed	1,000,000.00	
Letters of Credit	444,591.94	
Acceptances Based on Imports	18,142.07	
National Bank Notes Outstanding	1,459,500.00	
DEPOSITS	40,579,676.13	
		\$47,731,478.01

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: E. A. Bryant, Geo. P. Griffith, J. E. Jardine.

THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES
 Corner of Fourth and Main Streets

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T. E. NEWLIN
 Vice-President
 H. F. STEWART
 Vice-President
 V. H. ROSSETTI
 Vice-President-Cashier
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