



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

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LOS ANGELES, CAL., FEBRUARY 10, 1923

No. 9



Southern California's Climatic Novelty
(See Page 5)

Why Should We All Be Mortuary Fund Contributors?

IT IS interesting, as well as gratifying, to know that during the four years and six months our Mortuary Fund has been in existence a total of \$51,389.91 has been paid to the bereaved members of employes' families.

Data in connection with the Mortuary Fund reveals several enlightening facts about this worthy activity carried on by Pacific Electric employes through our Club. For instance, the records show that—

Benefits have been paid the families of 97 employes.

For the past two years the cost of this insurance has averaged but 43 cents per month.

The last two claims, paid during January, averaged the tidy sum of \$742.75.

Of 4,200 Club members, but 2971 are Mortuary Fund contributors.

We also learned, after a thorough investigation, that there is no relief benefit on the market today that can be secured at the small cost at which the Mortuary Fund is available to employes of the Pacific Electric. This is due to the fact that overhead, a most burdensome item in the conduct of modern business, is eliminated entirely through the courtesy of our Company in assuming the collection and disbursement of this fund. Every cent collected is paid to the bereaved member's family, and that within an average of 24 hours after death occurs, frequently less.

Best of all, there is keen satisfaction each month in knowing that we are contributing to the welfare of loved ones left behind. Moreover, the meagerness of our contribution, while in the aggregate a tidy sum, is so trivial as to be almost negligible.

Let us all be Mortuary Fund contributors, thereby manifesting our desire to aid the grief-stricken loved ones of our fellow employes in their hour of greatest need and sorrow.

Trolley and Pantograph Merits Discussed

Trolleys Can Be Used on Pantograph Overhead Construction, But Latter Requires Special Design.

By F. E. GEIBEL

Assistant Mechanical Superintendent

MUCH has been written on the trolley and pantograph, but in general the two have been treated as separate installations. In this country, with few exceptions, roads built for trolley operation have continued the use of trolleys, and the pantograph is in use only on roads built for such operation. Much has been done to improve the operation in each case, but no radical change has been made in the trolley in the last ten to twelve years.

The pantograph is a frame fastened to the roof of the car with vertical movement, but no side movement. Contact is made by an upward pressure on the contact member which is of sufficient width to take care of side movement of the car, and wire plays on this contact member through a fairly wide range from side to side and does not run in a groove as in the case with a trolley. The pantograph is self-supporting, while the trolley depends on contact with the wire to hold it in position. The pantograph lowers by means of an air mechanism, while the trolley is usually lowered by means of a rope.

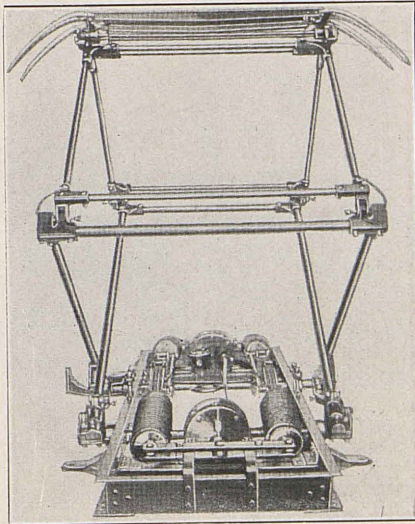
The trolley may be briefly described as a pole with one end fastened to the roof of the car in such a manner that the other end is free to remain in contact with the trolley wire. Contact is had by means of an upward pressure on the pole and a groove contact device, either wheel or shoe, which follows the wire.

Trolley Highly Developed

The trolley as used on the Pacific Electric represents the highest development in trolley design, and the air base of Pacific Electric make has proven most successful on the largest high speed cars. Differing from the usual spring base type, the pressure against the wire is maintained by means of air and in case of a wire break or the wheel leaving the wire, the pole is brought down by the same means. In high speed service the quick retrieving feature is of great importance to prevent damage to the overhead.

In road service on the Portland Electric lines a trolley shoe is being used on locomotives of the 1601 Class. The shoe is giving excellent results on 600-volts, but little or no switching is done, and there is no trouble from backing up without changing trolley.

The first pantographs on the Pacific Coast were developed on Key Route System operating in connection with ferry service between San Francisco and Oakland and Berkeley. The contact member employed was a 5 inch brass cylinder, using the same type



Typical type of slider pantograph.

of bearings as used in the ordinary trolley wheel. The speed and currents collected are comparatively low on this system and the original design has proven very satisfactory. The trolley voltage is 600-volts.

When the Oakland, Alameda and Berkeley Lines of the Southern Pacific in the same district were electrified in 1911, a similar type of pantograph was adopted. The voltage on this system is 1200-volts and while the currents collected were no greater, the speeds were greater with a consequent higher revolution per minute of the rollers. Bearing and lubrication difficulties were experienced until a shop made grease packed roller bearing was adopted. The brass rollers were replaced with steel rollers giving a much longer life. The upward travel of the pantograph was not limited in the earlier types, and in case of a trolley break much of the overhead was pulled down or the pantograph was pulled off before the car could be brought to a stop or the pantograph lowered. This feature was later corrected by limiting the upward travel of the pantograph to six inches above the wire.

Experience on Portland Lines

The roller on the O. A. & B. Lines proved so successful that it was adopted for the Portland Lines of the Southern Pacific Co. The Portland cars are the same type as the Pacific Electric 1200-Class and make a maximum speed of 50 to 55 miles per hour. This was an increase of 15 miles per hour over the maximum speed of the O. A. & B. cars. The voltage on this system is 1500-volts. The higher voltage in no way affected the operation of

the pantograph, but the higher speed immediately developed lubricating and bearing troubles. The type of bearing operating successfully in the Oakland service would last only a few days in the Portland service. The method of lubrication and type of bearing was modified several times, but it cannot be said that the rolled pantograph ever proved entirely satisfactory in this speed service.

When the Portland Lines were first electrified there was little or no ballast under the track and there was much damage to the pantograph frames due to rough track during the winter months. Strengthening of the frames helped, but the trouble was not entirely eliminated until the pantograph base was raised reducing the distance of the contact device above the base. This seems to prove that the pantograph can be operated as successfully as the trolley on rough track.

During the last two years on the Portland Lines, the pantographs have been modified, substituting a double slider contact device, instead of the roller. The arrangement is similar to the pantograph used on the "Milwaukee Electrification." The double slider provides greater flexibility in taking trolley wire variations and has practically eliminated hangers pounding. The slider pantograph, with the base mounted as mentioned above, is proving entirely satisfactory.

On the San Bernardino Line and the Portland Lines we find the trolley and the pantograph in very satisfactory operation under almost similar service. A study of the costs of maintenance and in operation would prove very interesting. Detail costs are not available at this time.

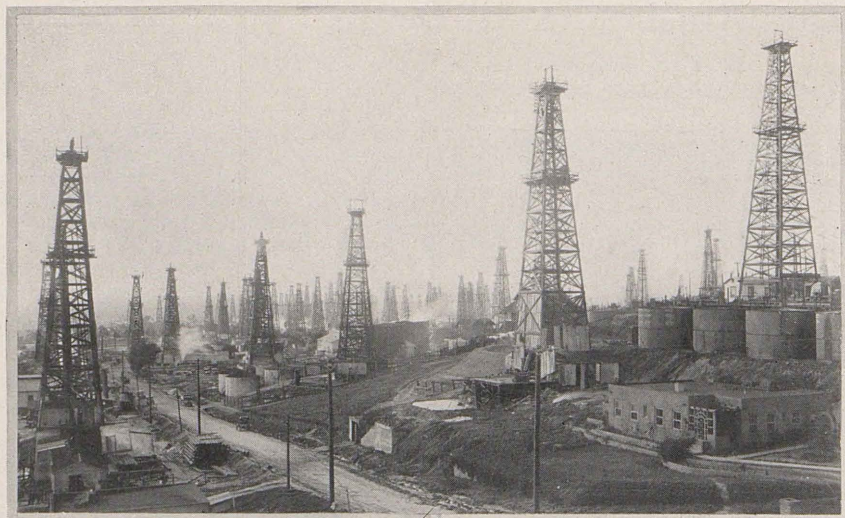
Trolleys can be used on overhead construction designed for pantograph operation, but pantographs cannot be used on overhead construction designed only for trolley use. The choice between trolleys and pantograph, therefore, must be made before the overhead construction is designed.

"BOB" LOWE RESIGNS

Southern Division trainmen will miss the familiar face of "Bob" Lowe, who resigned from the service on February 1st after fourteen years of faithful labor. Mr. Lowe left the Company to engage in the automobile business and will be located at Colorado and Brand Boulevards, Glendale.

Mr. Lowe has served in practically all branches of trainmen service and for the past three years has been switching foreman on surface tracks in rear of the Main Street station. His many friends wish him the best of success in his business venture.

SOUTHLAND'S OIL FIELD DEVELOPMENT AMAZING



OIL production in the Signal Hill district, seen in the accompanying picture, continues unabatingly. During the week ending February 4th this field yielded 145,000 barrels daily, its peak production to date. New wells of excellent productivity are being brought in each week.

In the picture below will be seen a Pacific Electric 24 oil car train en route with "liquid gold" from the Huntington Beach fields. Our Company operates an average of eight trains daily.

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

THE INCREASE in the production of crude petroleum in California, as well as the great volume of petroleum products marketed by the many refineries has made the oil industry a commercial enterprise of great magnitude in Southern California.

The Pacific Electric Railway's freight service has become an important factor in handling the distribution of the refined products throughout the territory in which it operates, as well as in the transportation of crude oil from the oil fields to the storage or refinery locations. The oil industry has developed to a stage where it is now generally known to be one of the largest industries in the State, with value of output running into millions of dollars annually.

The present aggregate production of oil in California is said to be about 360,000 barrels per day, or in the neighborhood of 130,000,000 barrels each year. The Southern California fields produce between 175,000 and 200,000 barrels per day, the value of which, in round figures, is estimated to be something like \$100,000,000 per year for the crude product.

Notable development within the past two years has taken place at Signal Hill and the vicinity of Long Beach, Santa Fe Springs, Redondo Beach, Athens, Torrance, and the Redondo Beach district. The older fields, likewise, are productive of a great amount of oil each month. The best known of these fields are Whittier, Olinda, Brea Canyon and Newhall districts.

When the crude oil is run through the refineries, including the large plant of the Union Oil Company at Wilmington, the giant refinery of the Standard Oil Company at El Segundo, and other smaller refineries located



at various points on our lines, the value of the oil is enhanced nearly one hundred per cent.

The crude oil of California is refined into many by-products, the chief of which are gasoline, distillate, kerosene, lubricating oils and fuel oil. The residue is used for paving in the form of asphalt or heavy road oil.

The greater portion of the products of the California oil fields is consumed locally, although during recent months the shipment of crude petroleum to eastern districts for refining has greatly increased. The water movement of oil is reaching great proportions, as practically all of the merchant marine on the Pacific are supplied through Los Angeles Harbor district. All of the larger refining and marketing companies operate huge tank steamers which are constantly in service transporting fuel oil, particularly to the Hawaiian Islands, Phillipines, Canada, South America and Pacific Coast ports.

Numerous local distribution plants have been established by the various oil interests along the lines of the Pacific Electric Railway, which serve the many retail stations in their respective assigned districts. The carload shipments of the refined products are in

this manner transported by rail to the distribution centers, the facilities of such distribution plants generally consisting of adequate storage tanks, spur track facilities, warehouses and local delivery vehicles.

A large refinery and storage tank farm is now in the process of construction by the Shell Oil Company at Watson on the San Pedro-Dominguez Line, which, when completed, will add an important chapter in the history of the oil development in Southern California.

ACCOUNTING DEPARTMENT

By Mary Blackburn

Miss Ward, Mr. Knight and Mr. Deebach are wearing unperishable smiles due to "striking" oil at Signal Hill. They are interested in the Maier Well No. 1, which "came in" flowing from three to five thousand barrels a day.

Miss Mildred Thompson has been confined to the Clara Barton Hospital for two weeks, but seems to be improving steadily, so we hope soon to have her with us again.

APPRECIATION EXPRESSED BY PUBLIC

WITH the idea in mind that the average trainman does not appreciate the extent to which the public recognizes and expresses its appreciation of courteous and meritorious service, the letters published herewith will show that the average patron is very observing and that efforts to serve our patrons courteously and well are frequently called to the attention of the management. The large number of commendatory letters received, as well as public utterances in the press, concerning courtesy of our trainmen has long been a source of pride and gratification. These letters are properly filed and become a permanent record of the employe concerned.

Space will not permit, of course, to publish all the letters received, the following being selected at random from many received each month.

How foresight and vigilance exercised by Motorman Wolverton, on the Glendale line probably prevented the death of school children, is told in the following communication from Mr. A. W. Reese, Pacific Coast Agent of the St. Louis-Southwestern Ry.

"The writer was a passenger on the front seat, front car, your Glendale to Los Angeles train at 11:20 this a. m.

"About a block north of the Glendale school, near San Fernando Blvd., an outbound train was approaching and about to pass the train on which I was riding. Some small children were approaching the private-right-of-way with an evident intent to cross Motorman No. 3011 (R. M. Wolverton) noticed these children before they were obscured by the outbound train. He evidently figured that they were about to cross the right-of-way and brought his train under control. He had been sounding his bell and blowing his whistle prior to this time.

"The children got upon the inbound track and if this motorman had not been extremely vigilant and used prompt and intelligent action he would have killed at least one of them. As it was, he saved a life and in doing so is entitled to favorable commendation."

Mr. W. A. Henigan, 1331 E. 40th Street, Los Angeles, commends employes of the entire Pacific Electric system for courteous treatment received:

"I am an invalid with my left limb gone and have been traveling over your lines for the past four years. All of your employes have been very kind to me, especially those at the Main Street station. Have ridden over your entire system and received uniformly courteous and considerate treatment."

"If all Conductors were of the type of F. G. Watson of the Western Di-

vision, Pacific Electric service would be unsurpassed," is the opinion expressed by Miss R. Weger in a recent commendatory letter.

"Though the car was jammed to the steps Conductor 2008 (Mr. Watson) handled the car in the kindest, most efficient and harmonious way it has ever been my pleasure to witness," said Miss Weger.

The letter which follows was signed by Mr. Lloyd Lonagan of 123 W. 44th St., New York City:

"As one of a party of four who took the Old Mission Trip today, I write to express my thorough satisfaction with the way we were treated. Having visited every state in the Union, I think I am qualified to declare that never have I received so much for my money as I have today.

"It must be admitted that a good part of the credit goes to your representative, Arthur Clayton. None of today's seventeen passengers had ever met him before, but on the motion of one of the passengers (an elderly gentleman, name not known to me) we gave him a rising vote of thanks for his good nature and successful efforts to make us enjoy the day.

COVER PICTURE

WHERE did we get our cover picture? It was taken only a few rods from Alpine Tavern, which district during the week of January 29th was visited with the heaviest snow storm since 1911. A total of 15-inches fell within 24-hours and was followed with a milder and intermittent downfall for several days, which had the effect of prolonging the beauty of our mountain resort bedecked in arctic garb.

This picture may seem inharmonious with the established reputation of "sunny Southern California," but for the assurance of our northern and eastern friends, we must state that an opportunity to secure such a picture in these parts comes only at rare intervals. At the time this picture was taken a mile below and not more than 5-miles away, fruit trees were in blossom, orange trees heavily laden with fruits and blooming flowers lined the highways.

With the snow came a flood of eager "snow-fans" anxious for a "back home" frolic. Reservations for a week in advance at the Tavern were quickly booked and many extra cars were placed service to handle the enthusiastic revelers. On Sunday, February 4th, extra service began at 6:00 a. m. and continued until 10:00 a. m. when it was necessary to discontinue sale of tickets for the day owing to the limited capacity in getting passengers up the incline.

TIMELY TOPICS FOR TRAINMEN

THE attention of Southern Division Conductors is called to the following three explanations submitted by F. C. Patton, Traveling Passenger Agent, regarding matters which seem not to be thoroughly understood by Conductors of this division:

"On the San Pedro-Dominguez Line, Thenard is the local six-cent city fare limit of San Pedro-Wilmington, as shown on Page 5 of conductors' tariff. Passengers presenting San Pedro-Wilmington local transfers from Pt. Fermin, La Rambla or Outer Harbor lines must not be allowed to ride north of Thenard, unless additional fare is paid. In the opposite direction, a passenger boarding San Pedro-Dominguez train at Thenard and paying a six-cent fare is entitled to transfer to any local line in San Pedro. If passenger boards car at Watson, which is the next station north of Thenard, he is not entitled to local transfer in San Pedro regardless of fact that fare paid is also six-cents as the fare from Watson to San Pedro is an interurban fare and applies only to the station.

"Patrons living at Abila, on the Long Beach Line, are riding Long Beach and San Pedro limited trains to Watts although Compton local immediately follows. Such passengers should be advised to ride Compton local cars from Los Angeles to Abila and if they elect to use limited trains between Los Angeles and Watts in preference to Compton local cars, should not be given transfer to Abila.

"The fare between Seal Beach and Vista del Mar and points north thereof applies via Newport line, either direct or via Long Beach and Seal Beach cut-off. Inasmuch as the east 3rd-Redondo Avenue Line operates over the same track with the Seal Beach-Long Beach line cars as far as Paloma Avenue and Broadway, Seal Beach transfers from Long Beach Main Line cars should be honored on E 3rd-Redondo Avenue cars as far as Faloma Avenue. Conductors on East Third-Redondo Avenue cars will also be obliged to sell to Vista del Mar or points north thereof, providing the fare from Seal Beach is collected. This applies particularly to the Saturday-Sunday and Holiday 70c excursion fare between Los Angeles and Seal Beach. East 3rd-Redondo conductors should therefore secure supply of Southern Division Triple S. D. T. 1 and excursion special, Spl. C. 30."

Traveling Passenger Agent C. E. Morlan offers the succeeding information to Conductors for action governing uncertainties as to the limit of a fare. As Mr. Morlan points out, whenever a passenger is carried beyond an authorized fare limit point,

not alone are other Conductors placed in an embarrassing position, but the patron is considerably vexed and it is with difficulty that a satisfactory explanation can be made. Mr. Moran's communication follows:

"It occasionally happens that a very embarrassing problem to correct is brought about by a conductor, unmindful of the precedent being established, who continually applies a fare from or to a point beyond the limit authorized.

"If the limit of any fare is not clearly designated, and there is doubt as to what transportation passengers are entitled to receive on such fare, conductors should collect sufficient to protect the highest fare likely to apply, and issue receipt, form P-34, requesting passenger to take receipt to Passenger Traffic Department for adjustment. The latter should also be reported through Superintendent in order that tariff can be made more explicit, or proper signs placed, to effect a correct and uniform understanding."

COLLECTING WRONG TICKET CAUSES VEXING DELAY

During the past month several refund claims have been adjusted by Ralph Dimon, Ticket Agent, Passenger Department, due to the fact that conductors erroneously took up not only the going portion of Los Angeles Steamship tickets via our line, but also the return portion as well.

In such cases considerable annoyance and inconvenience is caused the passenger, who is required to pay an additional fare and deprived of the privilege of checking baggage over our line. Invariably the passenger applies to the steamship company for an adjustment and they in turn refer him to the Pacific Electric. In order to make the refund considerable time is required in looking up conductor's collections.

The proper portion of ticket to take up is plainly marked and a little more care by Conductors will avoid vexing delay and annoyance to our patrons.

No Experience

Down in Texas the short cotton crop forced a large number of country negroes to the cities. One of them applied for a job at one of the large employment agencies.

"There's a job open at the Eagle Laundry," said the man behind the desk. "Want it?"

The applicant shifted uneasily from one foot to the other.

"Tell you how it is boss," he said finally. "I sure does want a job mighty bad, but de fack is, I ain't never wash a eagle."—Argonaut.

In the wild west everybody used to duck when a man reached for his hip pocket. Now they crowd around him.

—O. B. Bulletin.

HONORED



MR. GEO. H. GRACE

IN RECOGNITION of his extensive knowledge of the subject, as well as his earnest and effective efforts in safety work for many years, G. H. Grace, Chief of our Efficiency Bureau, was recently elected President of the Southern California Society of Safety Engineers.

The association, organized in 1920 with thirteen members, has at the present time 75 members, representing many of the largest industries and public utilities of the Southland, and its activities embrace industrial, traffic and fire casualties, their cause and prevention.

Holding membership in the National Safety Council and the Los An-

EXPENSIVE EXPERIMENT IN RAILWAY OPERATION

Government control of the railroads will have cost the taxpayers of the United States a total of \$1,700,000,000 when all payments have been made, the Railway Age estimates in its current issue, basing its figures on the recent annual report of the Interstate Commerce Commission.

"When Walker D. Hines retired as Director General of the railroads in 1920," says the Railway Age, "he estimated the total deficit incurred, during the 26 months of actual government operation, at \$900,478,756, and based his estimate on the assumption that the railways would not be able to substantiate their claims for large indemnities because a failure of the government to maintain their properties adequately. The railways have been able to present such conclusive evidence of under-maintenance, however, that the Railroad Administration has allowed claims on this ground amounting to \$125,428,810 and officially estimates that additional claims of \$97,164,664 will have to be allowed. The Interstate Commerce Commission estimates that it will have to allow \$15,000,000 to short line railroads on their claims for deficits incurred in first six months of government operation. The Railroad Administration expended \$3,445,222 from March 1, 1920 to January 1, 1922 in collecting data and carrying on negotiations in effecting settlement of the accounts with the railroads, making a total of \$1,141,520,452 as the deficit actually chargeable to government operation during the 26 months ending March 1920.

"The country's first experience with government operation of its railroads has been an expensive one for everybody and most expensive of all for the tax payers."

geles Safety Council, the association is also in close co-operation with the Los Angeles Chamber of Commerce program of education of the public along safety lines.

COMPARISON OF ACCIDENTS DURING DECEMBER, 1922 and 1921

	Northern Division 1922-1921		Southern Division 1922-1921		Western Division 1922-1921	
Intereference with vehicles	133	124	145	108	182	161
Collisions and interferencesc with cars ..	11	4	7	11	13	4
Persons struck by cars	6	0	12	7	12	10
Derailments	6	9	36	21	10	12
On and off moving cars	12	18	19	12	20	34
Miscellaneous	19	25	38	33	47	40
Total	187	180	257	192	284	261
			1-7	1-65	1-23	
Interference with vehicles	460	393	17 %	Increase		
Collision and intereference with cars.....	31	19	63 %	Increase		
Persons struck by cars	30	17	76.5%	Increase		
Derailments	52	42	23.8%	Increase		
On and off moving cars	51	64	20.3%	Decrease		
Miscellaneous	104	98	6.1%	Increase		
Total	728	633	15%	Increase		

Annual Ball at Redondo Proves Gala Event



Scene taken at the recent Pacific Electric Annual Ball at the Redondo Beach Auditorium which was attended by the largest gathering ever present at this annual affair.

ALL WHO attended the Annual Ball at Redondo Beach Auditorium, given under the auspices of the P. E. Club on the evening of Wednesday, January 17th, were rewarded with a rare evening's entertainment. That the event exceeded both in brilliance and attendance any ball of previous years was the universal opinion of those present. It is estimated that fully 1,500 employees, their families and friends were in attendance.

While the evening was devoted largely to dancing, those who did not indulge were entertained with several excellent vaudeville numbers. Souvenirs were distributed in large numbers, plenty of excellent punch served, special car service from many points was arranged and every detail looking to the pleasure of those present was put into effect with clock-like precision.

Mr. Vickrey, Manager of the Club, supervised the many details incident to caring for the large crowd present and is to be congratulated upon the excellent manner in which the affair was conducted, which marked the first large event handled by Mr. Vickrey since his recent appointment.

His Word

"I will give you my word, the next person who interrupts the proceedings," said the judge, sternly, "will be expelled from the courtroom and ordered home."

"Hooray!" cried the prisoner.

Then the judge pondered.—Exchange.

MERITS OF ONE-MAN CARS LAUDED BY CIVIC BODY

After an extended inquiry into the use of the one-man car, the Public Utilities Committee of the Philadelphia, Pennsylvania Chamber of Commerce has just made public a report declaring that one-man cars are not more dangerous than two-men cars, and that they provide transit facilities in some cities which, if it were not for the one-man car, would be without service. Agitation against them is largely unfounded and based on sentimental misinformation, the report further declared.

The Committee, composed of engineers and others of long experience in public utility matters, based its report on a careful study of the experience of 136 cities in the United States with the one-man car. The inquiry was prompted by agitation in Philadelphia against the one-man car following the unsubstantiated charge that it was responsible for increased accidents.

The Committee shows that 7,000 one-man cars are in use in the United States and that the Public Service Commissions in twenty states have approved them.

"There are," the report said, "three main tests by which the performance of one-man trolley cars should be judged; first, their service to the public; second, their value to the railway company; and third, their effect upon the conditions of the working

men who are called upon to operate them. Judged by these standards:

(1.) They have enabled the companies to render more frequent service than would be possible with two-man cars.

(2.) They have given safer service and have reduced the hazard of the ordinary daily car rider.

(3.) They have reduced the operating expenses of street railways thus enabling some which otherwise would have had to abandon their lines to continue service, others to escape receiverships, and still others (as already mentioned,) to operate at a lower rate of fare.

(4.) They have enabled platform men to earn a higher average rate of wages.

Carried Unanimously

The hall was crowded and the woman speaker was waxing eloquent. "Yes," she cried emphatically, "women have been misjudged for ages. They have suffered in a thousand ways."

Here she paused to give her audience time to consider this momentous statement.

"There is one way in which they never suffered and never will," said a meek little man from the back of the crowd.

The lecturer gave him a frigid look. "And in what way is that?" she inquired.

"In silence," replied the little man, as he sank into his seat.

EMPLOYES IN HOSPITAL

At the time of going to press the following employes were unfortunately confined at the Pacific Hospital, 1329 South Grand Avenue and their friends are welcome to call on them:

Clara Painter, Car Cleaner; Forrest Newton, Brakeman; Luis Huerta, Laborer; Manuel Errera, Laborer; James Richardson, Macy St.; J. E. Weston, Motorman; B. F. Corey, Switchman.

SOUTHERN DIVISION NOTES

By F. J. Oriva

Conductor J. D. Varney has been granted a 30-day leave-of-absence and is now in Illinois visiting his parents.

During his vacation Motorman W. Surrtaa worked diligently and made excellent progress on the home he is building at Redondo Beach.

Motorman R. M. Oliver and Conductor J. M. Cronin recently resigned from the service, having purchased an oil station and auto repair shop. The boys of the Division wish them success.

At the last meeting of the Southern Division trainmen we were favored with the presence of Mr. Pontius and Mr. Bishop, both of whom made some interesting remarks.

LEGAL DEPARTMENT TO AID IN INCOME TAX STATEMENTS

ANNOUNCEMENT has just been made that our Legal Department will be glad to assist, gratis, employes in the preparation of their income tax returns at any time during regular office hours.

In addition, employes who are unable to attend this matter during the day, will be cared for through the courtesy of Mr. Nat Browne of the Legal Department, who will remain in his office at 670 Pacific Electric Bldg. each Wednesday evening from 7:00 to 10:00 p. m., commencing Wednesday, February 14th, to and including Wednesday, March 14th.

Transportation employes of the Northern Division will be cared for during the week beginning February 19th; Southern Division during week beginning February 26th, and Western Division during week of March 5th. Employes of other departments are free to call at any time.

The return must be in the hands of the Collector of Internal Revenue for this district not later than March 15th, accompanied by at least one-fourth of the amount of the tax.

SERVICE CHANGES

Sawtelle Line time table No. 35 is effective February 10, 1923. It provides for additional service which was found needed on this line.

Redondo Line time table No. 40 goes into effect on February 10, 1923. This takes care of a few minor changes which have already been covered by bulletin.

Towerman was placed on duty effective Monday, February 5, 1923, at the Wise interlocking plant, between the hours of 7:00 a. m. and 6:40 p. m. The operation of the plant by towerman saves seven (7) minutes in running time—between El Segundo and Hawthorne, and new time table was put into effect to conform.

NORTHERN DIVISION NOTES

By P. H. Riordan

The passing of F. H. Goodspeed, Motorman, was received with profound grief among his many friends on this division. Our heartfelt sympathies are extended to the bereaved family.

Motorman Judge is sporting a brand new auto and his conversations soon drift into mileage, tires, crankshafts, etc.

Motorman A. Smith, who has been ill for the past five months, is now able to be about a bit and hopes soon to return to the service.

Conductor F. J. Miller has bid in a Riverside trailer run and Conductor Quimby a safety car up on the Arroyo Seco line.

After an illness of more than a month Motorman C. S. DeBaum is up and around and expects to resume his duties shortly.

also of various and delectable kinds were served. About 2:00 a. m. the guests departed, after having enjoyed one grand evening.

The new vertical hollow chisel has been installed in the mill and is ready for duty.

During the month of January, 36 cars passed through the shops for general overhaul. That's going some. The new 1600 class locomotive now under construction in the shops, is rapidly assuming form and will be speeded to completion.

Mr. Geo. Rice, for many years Shop Inspector, and at one time acting Shop Superintendent, has severed his connection with the family to go into the auto business. Our best wishes for success in the new venture goes with Mr. Rice.

Mr. and Mrs. Geo. R. Steadman announce the birth of a daughter on Sunday evening, Jan. 21. Miss Virginia Elizabeth Steadman is the new arrival. May all the blessings of ancient fairyland be hers.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

The marriage of Ewart S. Miller and Ruth M. Delano is announced. Ceremony performed at First Presbyterian Church of Pasadena, 8:30 a. m., January 9th. Honeymoon spent at "Carmel-by-the-Sea." The happy couple will reside for the time in South Pasadena.

To H. H. Williams, of the Carpenter shop, a baby girl. Time—Sunday, Jan. 14th. Weight—8 pounds. Congratulations to the happy parents.

Herman Shock of the Blacksmith shop is also the proud daddy of a 4½ lb. baby girl, born January 12th.

Casimir Wolfsberger is once more on the job after recovery from a painful case of blood poisoning in his hand.

Mr. Harry Hellom of the Blacksmith shop is toting a 10 lb. baby boy. Everyone claims he looks like dad.

Mr. Wallace H. Gilbert, Clerk to the Shop Superintendent, and Mr.

Fred Hammersmith, have left the service, and joined forces in the real estate business in and around Torrance. Most everyone in the Mechanical Department knows these two gentlemen and view their departure from the family with real regret. Their "readiness to serve" has made a host of friends and now that they are in business "on their own," it behooves us as real friends, to throw their way any business which may come to our notice.

Good old "Bill" Dyer is once more shuffling time cards around the shop. Bill you will remember as an old circus man with a longing for a home, a garden, and a few chickens. Also as the guy to pan-handle passes from whenever a circus came to town.

Earnest A. Lock was agreeably surprised last Saturday evening when a number of friends and relatives gathered at his new home on Portola St., Torrance and demonstrated just what a good old fashioned house warming should be. Games of various kinds were enjoyed. Refreshments

Where Nimbleness and Accuracy Are Required



Here we have the young of the Calculating Bureau, Auditing Department, in charge of Miss Helen Bettis. This unit of our accounting department with mechanical calculators performs with accuracy and rapidity all mathematical calculations incident to the tremendous volume of work involved in keeping the book records of the company.

ALL of us are more or less indebted to the "Bureau of Calculations," in charge of Miss Helen Bettis, for the prompt and accurate manner in which we receive (6,500 of us), the all-important pay check twice monthly. The work of computing pay rolls, however important to us, is a comparatively small part of the work of this bureau, as to it fall the huge task of balancing operating revenues, checking of bills and vouchers, arriving at distribution of freight revenues, and various and sundry calculations incident to the work of our Accounting Department.

From a single operator in 1910, which incidentally was none other than Miss Bettis, the department has gradually grown and developed into one of the most important units of the entire Accounting Department and to-day the work of the bureau entails a force of twelve operators continuously, with two additional required for about three months each year on inventory work.

Recognizing the necessity of having a centralized source of computing and checking all calculations, the Company recently adopted the system so successfully used by the Southern Pacific Company and now all calculations incident to accounting are being performed by the Calculating Bureau. Under the new order, all calculations emanating from the Accounting Department must bear the stamp of approval of this bureau.

The large volume of work accomplished by Miss Bettis and her valiant crew of operators, aside from the efficiency of the entire staff, may be attributed to the degree of perfection attained by calculating machine manufacturers. As is generally known, the machines used are capable of performing additions, multiplications, divisions and subtractions with the minimum of effort and the absolute assurance of accuracy. The calculating machine is becoming more and more a recognized necessity in conducting the affairs of the modern business of-

fice. The saving of time and money affected by the Pacific Electric through the use of these machines amounts to a considerable item annually.

Operators for the department were formerly recruited from preparatory schools conducted by calculating machine agencies, but in recent years the increased volume of work has necessitated getting operators of experience, preferably with railroads. Contrary to general belief, the work is not monotonous, especially with railways, as its diversity tends to make it interesting. Approximately eight weeks training is necessary to fit the average beginner and the prime essential of a successful operator is accuracy and ability to concentrate.

Miss Bettis was placed in charge of this department in April, 1911, and during her long period of employment the department has functioned in a most efficient manner, the volume, rapidity, and quality of the work of her department comparing favorably with that of any other bureau operating under similar conditions.

THROUGH THE CAR WINDOW

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

WE have heard considerable of the way Conductors Vansandt and Twedt, of the Western Division, have been expressing themselves in general conversation relative to the idea of granting bus franchises for operation in competition with the street car systems of Los Angeles. We are glad of the sensible stand they are taking, and to know that we have such level-headed thinkers among us. Also to note that they are loyal in thought and speech to the organization that employs them and has to earn enough money to cash their paychecks. Thank you, gentlemen.

OF course it would be very unfair to those who have millions invested in good faith to allow the cream of their business to be skimmed off by bus lines. And, of course, the service to Hollywood is worth the fare charged. And, of course, the service is as good as can be given and is being improved constantly and will continue to be. There is a clerk in the Terminal Freight Station who does not feel that way. His name shall be unmentioned, because we are ashamed to admit that we possess such a superficial thinker or such a knocker. We hope he hears the Conductors referred to, when they talk; he would surely change his mind.

HOW many of you fellows take the Magazine home for the wife and family to look at? Well, its a good idea. Your family, particularly your wife, is just as interested in what is going on around the Pacific Electric System as you are. She likes to know what we are doing. She likes to visit with her friends and tell them about what her husband does, and what he represents. Begin right now, if you are not already doing so, and take that copy home to her. Give her the right dope.

THE importance of your own position cannot be magnified by minimizing the functions of others. Which is the way one fellow said that you cannot boost yourself by knocking some one else. Every department is necessary and important. It does not improve your's to slam another's. The Transportation Department does not need to feel chesty; what could they do if the Mechanical Department did not furnish equipment. They (the Mechanical) are not the whole cheese, either; what would they both do if the Engineering Department took away their track? Or the Electrical Department, the overhead?

IT would be hard sledding if there was no Legal Department to get us out of trouble, or no Claim Department to settle up for our foolishness. Naturally we could not spare the Accounting Department; otherwise, who would take the time to correct our attempts to keep books? Somebody has got to buy a lot of things to keep us busy, hence the Purchasing Department. And so on, along the whole line. But we would sure be out of luck without any Treasury Department, wouldn't we?

SURE, we had a swell time at the Annual Ball at Redondo. Bull Montana made a speech at the Grand Opening of Grauman's Metropolitan Theater, and it consisted of these words, uttered with vigorous shaking of his husky fist: "Ladies and Gentlemen, I sure never saw such a big theater!" Good. Our speech about the Grand Ball is "we sure never saw such a swell party." So, you see, that's why we could not spare Mr. Vickrey and the club.

SUPPOSE we have to admit that the Traffic Department has to be here to get the business. But it takes us all to hold it. So let's meet on the common ground of holding our business. Do it by making friends with everybody; keep smiling and keep boosting. Be loyal to each other and to the Company; stand with a firm front before those who would wreck us, defending our business and our service against both the covetous and the complaining.

It Pays

It pays to wear a smiling face
And laugh our troubles down
From all our little trials wait
Our laughter or our frown.
Beneath the magic of a smile
Our doubts will fade away,
As melts the frosts in early spring
Beneath the sunny ray.

It pays to help a worthy cause,
By making it our own;
To give the current of our lives
A true and noble tone.
It pays to comfort heavy hearts,
Oppressed with dull despair,
And leave in sorrow darkened lives
One gleam of brightness there.

It pays to give a helping hand
To eager, earnest youth
To note, with all their waywardness,
Their courage and their truth.
To strive with sympathy and love,
Their confidence to win;
It pays to open wide the heart
And let the sunshine in.

—Great Western Mag.

RADICAL ANTI-RAILROAD LEGISLATION PROPOSED

Radical anti-railroad legislation proposed by United States Senator Smith W. Brookhart and the legislative committee of the sixteen large railroad labor organizations are intended to be the prelude to a government ownership campaign in 1924, says the Railway Review in its current issue.

The Brookhart bill, according to the senator, would repeal the Transportation Act of 1920, would reduce the valuation of the railroads of the United States to \$12,000,000,000, nearly seven billions less than the amount established by the Interstate Commerce Commission under the valuation act of 1913, would abolish the Railroad Labor Board; would place greater power in the hands of the Interstate Commerce Commission in the regulation of railway purchase and expenditures; and would restore to the several states full control over freight rates and set aside the so-called Shreveport ruling which established a principle of rate making designed to prevent discrimination between interstate and intrastate rates.

"The bill would ruin countless institutions which hold large amounts of railroad securities and the individual investors who have put their savings into railroad stocks," says the Railway Review.

"The bill would render it impossible for a railroad to secure any new capital whatsoever for the purchase of new equipment or construction of new line or terminals. It would wipe out railroad stocks and railroad stockholders. It would wipe out railroad corporations and transportation service. Railway receiverships would be common, and should come, Senator Brookhart believes."

A Toast

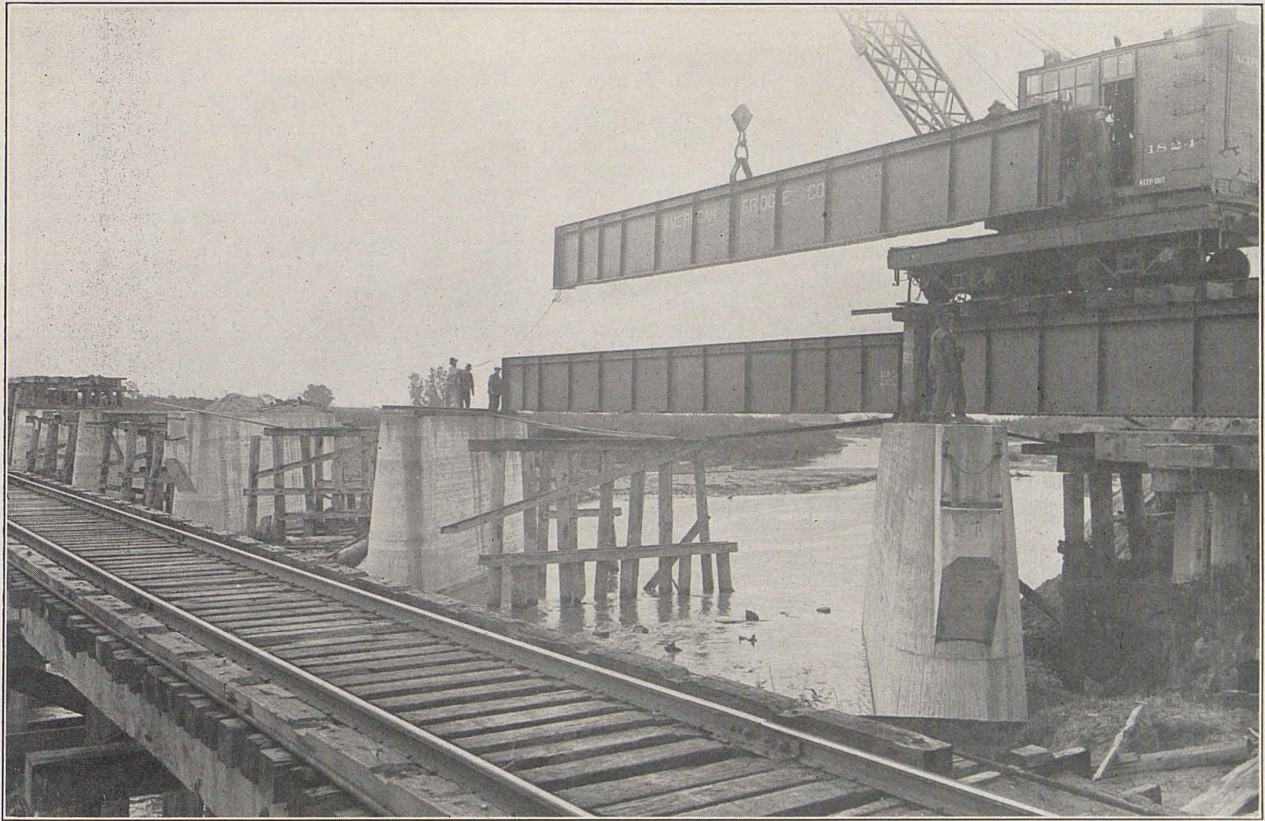
"A Southern Colonel at a banquet in Arkansas offered the following toast. 'Water!'"

"Water—the purest and best of all things that God created. I want to say to you that I have seen it glisten in tiny teardrops on the sleeping lids of infants; I have seen it trickle down the blushing cheeks of youth and go in rushing torrents down the wrinkled cheeks of age. I have seen it in tiny dewdrops like polished diamonds when the morning sun burst in resplendent glory o'er the eastern hills. I have seen it in the rushing stream rippling over pebbly bottoms; in the river rushing over precipitous falls to join the mighty Father of Waters, and I have seen it in the mighty ocean on whose broad bosom float the battle fleets of all nations and the commerce of the world—but, ladies and gentlemen, I want to say to you now, that as a beverage, it's a damned failure."—Alameda "Doings."

"Yes, in a battle of tongues a woman can always hold her own."

"Perhaps she can. But why doesn't she?"

NEW STEEL BRIDGE WILL SOON BE IN SERVICE



Setting in place one of the 28 steel girders for the new steel bridge at Los Cerritos is shown in process in the accompanying picture. The placing of these girders was begun on January 20th and on February 7th one track over this bridge was ready for service, indicating commendable progress. This work was greatly facilitated by the use of the Company's new steam locomotive crane, which is seen handling one of the girders weighing 9½ tons.

By C. A. ELLIOTT,
Cost Engineer, Engineering Dept.

WITH the placing of twenty-eight steel girders now in progress the completion of the Los Cerritos Bridge over the Los Angeles River on our Long Beach line may be expected within the very near future. The construction of this bridge, under conditions existing, involved some engineering problems of considerable technical detail, all of which have been successfully encountered. The completed new bridge will cost approximately \$275,000.

For many years past during periods of heavy rainfall frequent interference to our Long Beach service has occurred due to the Los Angeles River overflowing its banks in this district. Several years ago the L. A. County Board of Flood Control, aided by the Federal Government expended \$3,000,-

000 in caring for the peaceful diversion of flood waters to the ocean. With flood waters now definitely controlled, the completion of this bridge, which has been lengthened 500 feet and grade level raised 7½ feet, possibility of interference to our Long Beach service will have been reduced to a minimum.

As a base for the steel girders, which are 60 feet long and weigh 9½ tons, it was necessary to construct eight concrete piers 18 feet below the bed of the stream. Thirty-five piles were driven enmass approximately 20 feet deep, upon which each concrete pier rests. Excavation work incident to driving piles for pier and the placing of the concrete was a most difficult task, as it was done entirely within a wet excavation, requiring the purchase of cofferdam methods.

The placing of girders on the concrete piers is being done with the Company's new steam locomotive crane, recently purchased at a cost of \$13,000. Previous to the purchase of this crane it has been the policy to rent them, but due to the limited supply in Southern California, and the heavy rental charged, it was decided to purchase one. This new crane has a capacity of 20 tons with a 40-foot boom and is mounted on standard gauge railway trucks; its total weight, including ballast carried is 60 tons. Oil is used as fuel and the crane is equipped for driving piles, digging foundations, handling concrete, loading, unloading and switching material cars. Its ability to switch cars is an outstanding economical feature, as work motors are relieved of switch duty on bridge jobs.

1923 IMPROVEMENT PROGRAM OF U. S. RAILWAYS

That the railways of the United States, if conditions continue favorable, will make larger expenditures for equipment and improvements in 1923 than for several years, is shown by information published in the annual sta-

tistical number of Railway Age. Twenty-seven railways with an aggregate of about 95,000 miles, have given details of plans for 1923, providing for expenditures for equipment and improvement that will amount to over \$350,000,000.

These railways have less than 50 per cent of the mileage of the country, and

their officers indicate that they will make even larger capital expenditures than those now definitely planned if conditions are favorable. "If it may be assumed that an equal amount will be spent by railways having the rest of the mileage of the country," says Railway Age, "the total expenditures for equipment and improvements will exceed \$700,000,000."

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held Wednesday, January 3, 1923. Roll call showed the following absentees: A. S. Kuderna, Ora Taylor, H. C. Ward, F. L. McCulley, L. F. Foegle, C. L. Bayless, G. W. Orr, R. M. Hyde.

The minutes of the previous meeting were read and approved, after the following amendment was made: "Arrangement has been made for the issuing of bath tickets, good for Redondo Beach Bath House or Urbita Springs Bath House, to dependent members of all employes' families." Heretofore, it has been for dependent members of the families of employes who held service passes. Rate orders can be requested through the heads of all departments. The bath tickets are made up in a book of seven baths for \$1.35, and are good either for plunge or tub baths.

REPORT OF MANAGER Relief Fund

Balance on hand Dec. 1.....	\$ 307.88
Receipts	804.99

Total	1112.87
Paid out in relief	1074.50

Balance on hand Dec. 31	\$ 38.37
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Club Fund

Balance on hand Dec. 1.....	\$ 70.00
Receipts	1036.25

Total	1106.25
Expenses	1033.05

Balance on hand Dec. 31.....	\$ 73.20
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Unfinished Business:

Mr. Smith advised that he would be ready to report on the proposition of placing a nurse at the Torrance Shops at the next meeting.

The Engineering Department have men at work on the installation of the drinking fountain in the Trainmen's Room at Sherman.

The question of repairs to the pool tables at San Pedro was again brought up, and was set aside until a report could be heard from Mr. Taylor, who was requested to see that this work was handled.

Mr. Williams stated nothing had been done toward having the piano at Long Beach tuned. Mr. Smith informed Mr. Williams that the matter was entirely up to him, and for him to secure a piano tuner and have the work completed, sending the bill to Mr. Vickrey for approval.

The arrangement made whereby a special car would leave the 6th and Main Street Station on Friday nights

at 10:30 for the benefit of the employes living in Torrance, who desire to attend the entire movie show, so far has worked out very satisfactory. Mr. Smith, therefore, will arrange for this service to continue indefinitely.

Gravel for the filling in of the grounds at Los Angeles Street Terminal will be furnished at an early date.

The committee appointed to investigate the condition of locks on the lockers at the different terminals, re-

P. E. BALL TEAM BEING FORMED

A BASEBALL team is being organized among Company employes to be known as the "Pacific Electric Club," with the intention of entering one of the city leagues to be formed in the next six weeks.

The games of the new league are to be scheduled for Saturday afternoons and all employes who can play ball and whose duties will permit, are earnestly requested to communicate with Mr. Vickrey at the Pacific Electric Club or Mr. J. A. Bertelson of the Auditor's office. Positions on the team are open to the players who display the best ability. It is intended to schedule a few games previous to the opening of the league and in these games all persons wishing to play will be given an opportunity to display their wares.

Within the ranks of Pacific Electric employes there are many who have real ability and it is possible to form a team which will make any amateur organization in Southern California look to its laurels. That we have real talent in our ranks was evidenced by the last team's showing in the winter Industrial League, when our team finished in second place. This is quite an achievement when it is considered that in the opposing teams many professionals were encountered. In the new league the professionals will have scattered throughout the country to follow their profession and opposing teams will be made up of bonafide amateurs.

Suits and paraphernalia are available and the Club has been and will continue to be liberal in supporting the new team. Let's get together and form an organization which will be long remembered. Send in your name now!

ported that the matter has been completed. At the recommendation of this committee, arrangements are being made for a man to look after and keep in repair all the lockers at the various terminals.

Monday, February 12th, has been selected for the entertainment of the employes of the Pasadena Division at Alpine Tavern, Mt. Lowe.

The members of the committee from the Engineering Department elected Mr. F. B. Patterson to succeed Mr. J. F. Naylor, whose resignation was tendered at the last meeting.

New Business:

It was requested that the average amount of mortuary payments be given at the next meeting. This matter was referred to Mr. Vickrey, who will arrange for the necessary report.

A discussion arose regarding delay in the distribution of deduction slips. This matter was referred to Mr. Vickrey, who will investigate and give a report at the next meeting.

Mr. Vickrey stated that at the present time the Club had a membership of 3946, and the mortuary fund had been increased 172 members since the drive for new members commenced. He suggested that each member of the committee promote some sort of a campaign in his particular department to increase both memberships to the Club and mortuary fund.

Mr. Lovell requested a ruling governing the acceptance of applications to the Mortuary Fund in favor of Mexican laborers who are not required to pass a physical examination. A discussion arose concerning the matter, and Mr. Vickrey was asked to check up and report at the next meeting.

The resignation of Mr. C. L. Bayless, committeeman from the Western Division, was accepted, account leaving the service of the Company. The members from that division were requested to chose their representatives to fill the vacancy and election would be held at the next meeting.

CALL FOR MUSICIANS TO JOIN PACIFIC ELECTRIC BAND

At this time there is opportunity for employes playing musical instruments to become members of the Pacific Electric Band and request is made by Earle Moyer, Business Manager that any employee desiring to join band to be present at the band rehearsals. The band meets weekly at the Pacific Electric Club and rehearses under the direction of Mr. John T. Watson. Cornetists are especially desired at this time.

Since 1911 the Company has had an excellent band and each year has participated in and acquitted itself with credit at various public functions throughout Southern California. Uniforms are provided by the Pacific Electric Club, able direction is furnished and many courtesies extended to band members. Those desiring to join the organization are requested to make application at an early date.

P. E. CLUB BULLETIN

February 10, to March 10, 1923

- Saturday, February 10:**
Agents' Association Meeting at 8:00 p. m. Refreshments served.
- Monday, February 12:**
Evening Entertainment at Alpine Tavern, Mt. Lowe for Fasadena Division employes.
Chorus Rehearsal at 8:00 p. m.
Band Rehearsal at 8:00 p. m.
- Wednesday, February 14:**
Operating Staff meeting at 10:00 a. m.
Rod & Gun Club meeting at 8:00 p. m.
- Thursday, February 15:**
Northern Division Safety Committee meeting at 2:00 p. m.
Regular Club Dance in Auditorium at 8:30 p. m.
- Friday, February 16:**
General Staff meeting at 10:00 a. m.
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday February 19:**
Chorus Rehearsal at 8:00 p. m.
Band Rehearsal at 8:00 p. m.
Electrical Department meeting (for all employes of the Electrical Department) at 8:00 p. m.
Refreshments served.
- Tuesday, February 20:**
Trainmen's meeting (all divisions) at 8:00 p. m.
Refreshments served.
- Thursday, February 22:**
Lucky Spot dance in Auditorium at 8:30 p. m.
- Friday, February 23:**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, February 26:**
Chorus Rehearsal at 8:00 p. m.
Band Rehearsal at 8:00 p. m.
- Thursday, March 1:**
Moonlight dance in Auditorium at 8:30 p. m.
- Friday, March 2:**
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, March 5:**
Chorus Rehearsal at 8:00 p. m.
Band Rehearsal at 8:00 p. m.
- Tuesday, March 6:**
Southern Division Safety Committee meeting at 2:00 p. m.
- Wednesday, March 7:**
P. E. Club Executive Committee meeting at 2:00 p. m.
- Thursday, March 8:**
Western Division Safety Committee meeting at 2:00 p. m.
Lucky Spot dance in Auditorium at 8:30 p. m.
- Friday, March 9:**
Regular Movie Show in Auditorium at 7:45 p. m.
- Saturday, March 10:**
Agents' Association meeting at 8:00 p. m.
Refreshments served.

CLUB MOVIE PROGRAM

- Friday, February 16:**
Main Feature: Rudolph Valentino in "The Young Rajah."
Comedy: "Snub" Pollard in "The Stone Age."
- Friday, February 23:**
Main Feature: Wallace Reid in "Thirty Days."
Comedy: Johnny Hines in "For Rent—Haunted."
Aesop's Fable: "The Maid and the Millionaire."
- Friday, March 2:**
Engagement Extraordinary!
"MANSLAUGHTER"
with Leatrice Joy, Thomas Meighan and Lois Wilson.
- Friday, March 9:**
Main Feature: "The Face of the Fog," with Lionel Barrymore, Seena Owen and an all-star cast.
Range Rider Series: "Rough Going."
Screen Snapshots.
- Friday, March 16:**
Main Feature: "The Pride of Palomar," with Forrest Stanley and Marjorie Daw.
Comedy: Harold Lloyd in "Pay Your Dues."
- Friday March 23:**
Main Feature: Alice Brady in "Anna Ascends."
Comedies: Will Rogers in "The Ropin Fool." "Snub" Pollard in "The Land Lover."

ALPINE TAVERN NOTES
By Miss Gertrude Hood

Ye Alpine Tavern was made brilliant and lively on January 21st by a delegation of 300 Elks from Santa Monica.

After a delicious luncheon the "Elks" betook themselves to Inspiration Point, Proposal Arbor, Lover's Lane and various points of interest. The trip to the summit gave thrills to the more adventurous, while others contended themselves with a ride around the rim of Eaton's canyon in the little car pushed by Herbert the mule.

Snappy music furnished by the Elk's band added greatly to the enjoyment of the occasion and the Tavern looks forward to another Elks party.

A special feature of the January festivities at Alpine Tavern was a visit of 160 members of the West Jefferson Women's Club of Los Angeles.

The tame squirrels and birds, which eat out of the hands, won the hearts of all who saw them and awakened new interest in the study of out-door life.

Every available nook and corner of the Tavern and cottages was occupied on the night of February 2nd when a jolly party of some 150 Chamber of Commerce Secretaries, their wives and friends made merry until the "wee small hours."

Snow ball parties, coasting on improvised sleds, dancing and special stunts by the wits and wags of the jolly crowd made the visit one continuous round of merriment.

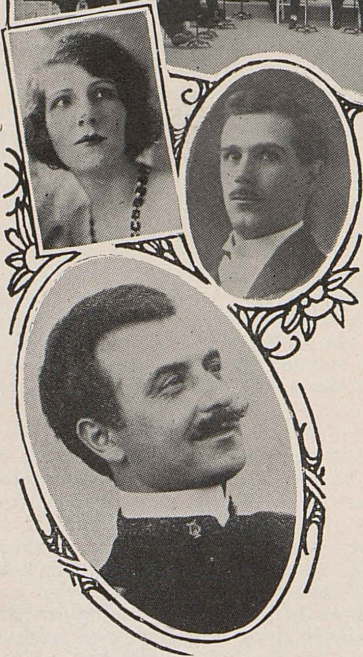
Hail, farewell, and come again, say we at Alpine Tavern.

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

Passenger Revenues	\$1,127,708.46
Freight and Switching Revenue	399,231.66
Other Revenue	87,479.84
Total Railway Operating Income	\$1,614,419.96
Total Railway Operating Expenses:	
Wages	\$771,929.24
Other Charges	401,045.46
Transportation for Investment—Credit	1,623.13
	1,171,351.57
Revenue, Less Operating Expenses	\$ 443,068.39
Depreciation	\$ 23,762.27
Taxes assignable to Railway Operations	83,139.16
Total Depreciation and Taxes	106,901.43
Revenue, Less Operating Expenses, Depreciation and Taxes	\$ 336,166.96
Non-Operating Income	5,976.17
Net Revenue	\$ 342,143.13
Interest on Bonds and Other Debt	\$322,333.86
Rents and Miscellaneous Income Deductions	88,678.49
Total Deductions	411,012.35
Net Loss for Month	\$ 68,869.22
Net Loss for Twelve Months	547,201.61

L. A. LOVELL, Auditor.

Renowned Band at Orange Show



The renowned Santa Monica Municipal Band, Ethelyn Ostrom and Carlo Bravo, Solists and A. Tommassino, Conductor of the Band, who have been engaged to furnish the principal musical features at the coming Orange Show. A pretentious program has been arranged and music lovers of Southern California are looking forward to some rare entertainment. The band is composed of artists of national renown and ability and will give two performances daily during the period of the Orange Show.

Several years ago Santa Monica began, through Sig. L. Casdia, former manager of the San Diego Exposition Band, the acquisition of leading musicians to contracts with the city. At the present time nineteen nationally known artists are under contract. For appearance at the Orange Show, Manager Casdia has secured twenty additional musicians of note, as well as two vocalists of distinction, making a galaxy of musical talent such as has never before been assembled on this coast in band organization. Under the direction of Sig. A. Tommassino, internationally known to music lovers, a feast is being prepared from the greatest of musical compositions.

Senor Tommassino is especially gifted in discerning the desires of his audiences and in providing them a varied program that satisfies all tastes. His principal numbers are always followed by popular melodies that spice the program and leave nothing to be desired. With a library worth more than \$25,000, and containing priceless manuscripts in the original, his repertoire is almost unlimited.

ELABORATE preparations have been in progress for several months looking to making the 13th National Orange Show, scheduled at San Bernardino, February 16th to 26th, the most brilliant exhibition ever held in the Southland. The show is to be held this year on the new site recently purchased by the Orange Show organization located on the Urbita Springs line about midway between the business district of San Bernardino and Urbita Springs.

A pretentious permanent entrance has been built, all fruit racks installed and many features of an original nature will make this year's show the greatest ever held, according to R. H. Mack, who is again in charge of arrangements for the coming exhibition.

One notable feature of this year's show is the enormous size of the Allied Industries' tent, it being the largest stretch of canvas ever raised in the United States. The Pacific Electric, as usual, has arranged for an elaborate display.

In the appearance of the Santa Monica Municipal Band as the official musical feature of this year's Orange Show, music loving citizens of Southern California have a treat in store surpassing their greatest expectations. For the past two years this organization has occupied front rank among bands of the Pacific Coast and authorities rank it with any to be found throughout the country.

Engineering Dept. Notes

Tracks are being installed on the new Butte St. layout in the vicinity of Butte St. and Santa Fe Ave. Los Angeles. This layout will consist of twelve tracks, approximately 16,950 lineal feet, to provide interchange facilities with the Southern Pacific Company, Union Pacific Co. and the Santa Fe Ry. and relieve congestion at 8th and Alameda Sts. yards and Clement Junction.

At East Broadway and Olive Ave. on the Long Beach-Seal Beach line a double track curve connection is being placed which will eliminate the present single track operation at this point. The Union Pacific System is abandoning their siding on Alamitos Ave. so that it will be necessary to build but one double track over single track crossing. The Southern Pacific Company is abandoning their trackage on east Broadway over which we formerly operated.

In conjunction with this work the double track line on East Broadway from Alamitos Ave. to Redondo is being repaired. This construction will cover approximately 17,680 lineal feet of single track.

Operation is again resumed over San Gabriel Bridge on the Whittier Line east of Rivera. The new bridge included construction of 560 feet of common standard track trestle, four 60 ft. steel girder spans resting on five concrete piers to conform to plans of the Los Angeles County Flood Control District.

Curve connection is being installed at the northeast corner of 6th and San Pedro Sts. to Los Angeles to facilitate the operation of the South Pasadena Line Loop in conjunction with the separation of Watts Line and the South Pasadena Line.

On February 1st a large force of track men were sent to the Mount Lowe section to shovel snow and aid in the maintaining of service of the line between Echo Mountain and Alpine Tavern where the service of the snow plow was again called into play.

WITNESSES PER ACCIDENT

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

Division	No. of Accidents		Average Number of Witnesses per Accident									
Northern	192		5.4									
Southern	174		5.1									
Western	270		5.2									
System	636		5.2									
Division	Feb.	Mch.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.
Northern	3.4	4.0	4.1	4.8	4.1	4.8	4.5	5.3	5.4	5.4	5.6	5.4
Southern	2.8	3.3	4.0	4.2	5.4	5.4	4.9	4.4	6.0	5.6	5.8	5.1
Western	3.6	3.6	4.4	4.4	4.5	4.8	5.2	4.2	5.5	5.7	5.0	5.2
System	3.3	3.6	4.2	4.5	4.7	5.0	4.9	4.6	5.6	5.5	5.4	5.2

RAILROADS NOT GUARANTEED ANY DEFINITE RETURN

Neither the Transportation Act of 1920 nor any other law, state or federal, guarantees any income whatever to the railroads, Wm. Sproule, President of the Southern Pacific Company, pointed out in a recent address before the American National Live Stock Association.

"There is no guaranty that any railroad shall earn even one per cent," said Mr. Sproule. He showed that the Transportation Act of 1920 "merely makes a declaration that to a certain percentage (fixed by the Interstate Commerce Commission at 5¼ per cent on the value of the physical property used for transportation purposes), if any railroad happens to earn to that point, it will not be considered in excess of a reasonable return."

"Stocks and bonds of railroads have nothing to do with the figure upon which they are permitted to earn a reasonable return, if they can, under economical and efficient management," said Mr. Sproule said.

A railroad may have outside properties, but unless the property is actually devoted to railroad business it is not considered in fixing a valuation upon which a reasonable return is permitted, Mr. Sproule explained.

"All the phases of our national life prove to us that we progress together, we go back together, we fail together," continued Mr. Sproule. "There is no such thing in this country as class success; there is no such thing as the success of one industry when the others are floundering, unless under the abnormal conditions created by war."

"We can settle down to the basic fact, that neither the railroads nor other industries can flourish unless upon the basis of reasonable returns and as we accord to you that right, we simply ask you to accord to us that basic right. We do not expect any guaranty for the returns in yours, but we can all work to the common basis of creating that state of efficient service and of justice in the public mind which will reward good service with just returns."

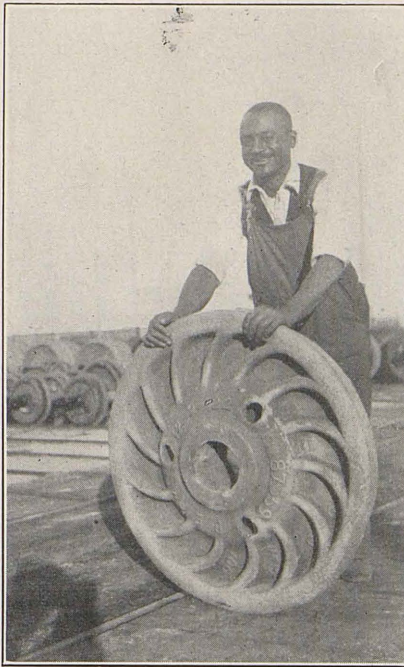
J. M. GOWANLOCK SUCCEEDS L. J. SMITH, RESIGNED

Through the resignation of Mr. L. J. Smith, who has affiliated himself with the Ideal Electric & Manufacturing Company of Mansfield, Ohio, as District Sales Manager, Mr. Jay M. Gowanlock has been appointed Assistant Engineer in charge of bonding.

Mr. Gowanlock entered the service of the Pacific Electric in May, 1913. During the war he was granted a two years leave of absence to engage in the construction of Fort MacArthur at Point Firmin, San Pedro.

Mr. Gowanlock's appointment became effective January 1, 1923 and he will report to Mr. L. B. Denton, Assistant to Chief Engineer.

Juggles 'Em!



Henry Hogan, who handles car wheels at our Torrance Shops as easily as a boy handles a hoop. "Nothing to it," says Henry.

HAVING heard of the dexterity and skill with which Henry Hogan of the Torrance Shops handles car wheels, we called upon Associate Editor Willis Brooks to tell us how it was done. That Mr. Hogan's knack of handling wheels is unusually clever is evidenced by the fact that one of the film news-weeklies recently took a movie of him in action and sent the picture broadcast.

"It's all very simple," says Mr. Hogan, but we have our own ideas and will "let Henry do it." Here is Mr. Brooks' account of Hogan's "simple" stunt:

"The average 33-inch chilled iron wheel weighs 740 lbs. and would undoubtedly require at least three strong men to lift. Great numbers of the wheels are handled in the shops and mainly by one man, Mr. Henry Hogan. The principal part of Mr. Hogan's life has been spent in handling car wheels, first with the Griffin Wheel Co., and later with our Company. To him, a 740 lb. car wheel is no more than a hoop to a child and is manipulated largely in the same way. Suppose he has 10 or 12 wheels to move a couple of hundred feet down the yard. With a slight jerk and a little whirl a wheel is started rolling on its way, then another and another until all 12 are rolling in an even regular straight line.

"Now this would be easy were it not for the fact that the wheel rolls on its flange and in order to balance, inclines sharply toward the flange side of the wheel. Every wheel must have

EMPLOYEES' TIPS RESULT IN MT. LOWE EXCURSIONS

During the past month two successful Chamber of Commerce excursions to Mt. Lowe were conducted, resulting in good revenue producing movements, and further advertising the beauties of our famous mountain resort. The excursions were from Long Beach and Huntington Park, both being conducted by the local Chamber of Commerce. The movement from Long Beach attracted 400 passengers and 275 attended from Huntington Park. In both instances the municipal band accompanied the excursionists. Many inquiries were made as to rates at the resort, and as is usually the case, the first visit is followed by others at a later date.

In this connection, it may be timely to state that the Pacific Electric fares provide special rates to parties to Mt. Lowe and other points on our lines, the party fare being considerably lower than the regular rate. Several special excursions have been secured recently through tips furnished by employees that some particular society or organization was contemplating an outing. When such information is received Mr. F. B. Clark, of the Passenger Traffic Dept., is detailed to follow up and make all arrangements.

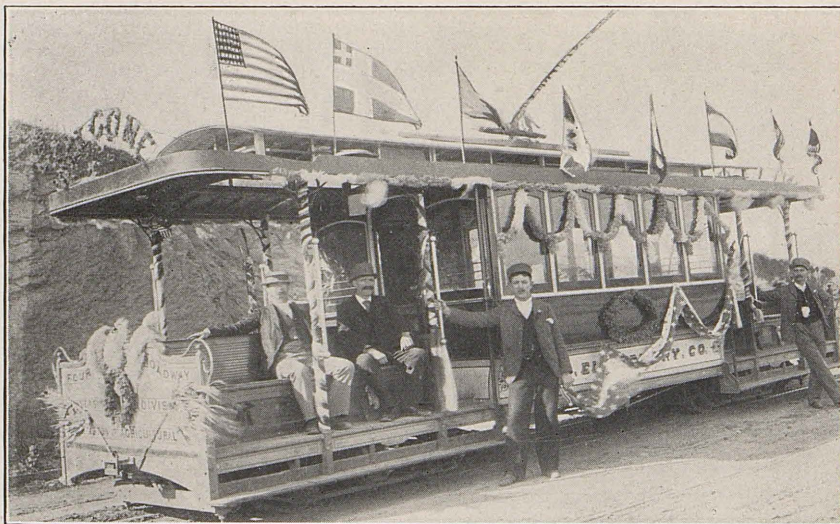
The special movement arranged from Huntington Park resulted from suggestion of such a trip by Mr. J. V. Schofield, Guide on Orange Empire Trip, to the Secretary of the Chamber of Commerce. Employees are requested to keep in mind our ability to handle large parties at special fares and communicate information to Mr. F. E. Billhardt, General Agent, Passenger Traffic Department, who is in charge of solicitation.

the same slant or it will roll in a circle. With all the wheels rolling, Henry walks down the line to the proper point and as each wheel arrives it is shunted deftly to its place. "No trouble, its easy," says Henry, "try it sometime."

"Again, it will be necessary to pile wheels one atop of the other in a pile as high as his shoulder. We have never tried this, but understand its easy (if you know how). Henry starts the wheels rolling in a circle, with himself in the center. Each wheel is given a little shove as it passes until the required speed is attained. Then with a sudden side motion, the wheel is caused to flop on its bowled side and as it rebounds is caught quickly and lightly with hands and knees and flipped like a feather 5 feet in the air to its place atop the pile. The next and next are treated in the same manner until a pile reaching his shoulders is made. Henry then brushes the dust from his hands and looks calmly around for something else to play with.

"Is he a big man? No, no, just ordinary. Weighs about 150. Its all in the knack. Watch out for your shins and toes when you try it, though."

Remember the "La Fiesta" Days?



OLD timers will have to ponder a bit to recall incidents in connection with the accompanying picture. It was taken more than thirty years ago out in the "suburbs" of Los Angeles—Elysian Park and North Broadway, the terminal of the old Consolidated Electric Railway's line which ran to Fourth and Broadway. This car was then the car de luxe, being the first double truck type used in Los Angeles.

The decorations appearing were in behalf of the "La Fiesta" celebration, an annual event of gaiety in Los Angeles in the early days. The train crews themselves decorated their cars, and much rivalry existed in trying to out do the other fellow. Trainmen were assigned to the same cars each day and felt that they were badly abused if "their" car was assigned to others.

ANNUAL PRIZES AWARDED TO ROD & GUN CLUB MEMBERS

A "large evening" of pleasure was indulged in by members of the P. E. Rod & Gun Club, their families and friends on Wednesday, January 10th, the occasion being the awarding of annual prizes to fishermen and blue rock and big game marksmen. Many valuable prizes were distributed to members who during the past year have proven their ability and consistency.

Prizes for the largest fish registered were awarded by Mr. May as follows:

Rock Bass

First prize, S. H. Cox, size 7 lbs. 2 oz., prize, tackle box.

Rainbow Trout

First prize, S. H. Cox, size, 21½ inches, prize, \$25 trout outfit.

Second prize, B. A. Collins, H. M. Williams, size 20 inches; J. E. Wooderson; draw, Wooderson won; prize, trout reel.

Largest Trout Caught at P. E. Camp
First prize, S. R. Florence; size, 17¾ inches; prize, steel bristle rod.

Largest Trout at P. E. Camp

Second prize, Dave Foyle; prize, "Take Apart" reel.

Croaker

First prize, G. A. Garner, size, 6 lbs 6 oz.; prize, fishing rod.

Second prize, J. M. Geopfert, prize, thermos bottle and leather case.

Third prize, K. L. Oefinger, prize, 1000 ft. fishing line, nine strand.

Surf Perch

First prize, K. L. Oefinger, size 1 lb. 10 oz., surf casting reel.

Black Bass

First prize, size, 1 lb. 8 oz., free spool reel.

Largest Fish Caught on 9-Strand Line

First prize, Jack May, size 26 lb. halibut, \$40 reel.

Corbina

First prize, Jack May, 3 lb. 2 oz., \$12 bamboo rod.

Second prize, K. L. Oefinger, 3 lb. 1 oz., Satin-finished reel.

Second prize, S. H. Cox, leather tackle case.

Yellowfin

First prize, S. H. Cox, size, 3 lb. 2 oz., tackle box, donated back to Club.

Mr. Manley was called on by the President to award those prizes coming under his jurisdiction for the best blue rock and big game marksmen, and A. B. McLeod, trouble annihilator, was presented with a nickel-plated, 1000-shot, hammerless repeating Daisy Air rifle with all good wishes for the betterance of his shooting average for the ensuing year.

Trapshooting

Special prize, Harold Smith, \$65 diamond stick pin, 86.95.

First, H. L. Wiggan, gold watch, 470x500.

Second, W. J. Hodge, gold watch chain and charm, 373x400.

PASSES MUST BE SHOWN TO CONDUCTORS EACH TRIP

A bulletin just issued by Mr. Pontius calls attention to the rule that employes who are holders of card passes must show pass to Conductor on every trip. There has recently been some infractions of this rule and Conductors and other employes are asked to aid in observing it. The official bulletin follows:

"In the use of annual passes it is required that the pass be shown to the Conductor on each and every trip, regardless of whether or not you are acquainted with the Conductor and he is familiar with the number of pass carried.

"This is of great importance to protect the Company's interests and desire that you co-operate in the enforcement of this rule."

Third, K. L. Oefinger, 38 caliber revolver, 283x300.

Fourth, L. R. Spafford, 22-caliber repeating rifle, 290x300.

Fifth, Harold Smith, shell case.

Sixth, H. M. Williams, leather encased thermos bottle.

Seventh, B. F. Manley, shell bag and belt.

Eighth, J. M. Geopfert, electric lantern.

Ninth, F. L. Manley, shot gun cleaning rod.

Tenth, L. F. Volkhart, Thompson gun cleaner.

Largest Deer Head

First prize, L. R. Spafford, 9-pointer, 30-30 caliber rifle.

Second prize, B. F. Manley, 5-pointer, hunting knife and ax (donated back to the club).

Third prize, Harold Smith, 4-pointer, hunting knife and whetstone.

A rising vote of thanks was given to the donors of the prizes, four of whom were in the audience as honorary members, in response to which they pledged their further support for the coming season. The personages were Messrs. Reed, Casner, Adams and Thomas—four real sportsmen.

Meeting adjourned at 9:30 to the auditorium where all made merry and rejoiced in rare festivity at the hands of our capable chef and noble president, Jack Geopfert, who with his two snappy helpers set forth a rabbit and fish feed welcome to the pallet of the Shiek himself. A full hour or more was spent in joyous revelry and when the evening wanted towards the hour of Mid-night and the last soul had left, the lingering aroma of coffee and perfumery, the crumpled napkins, empty plates, chairs and table in confusion, the atmosphere, the very place itself spoke of a most enjoyable evening well spent.

The rabbits used for the feed were bagged on Sunday, January 7th, and placed in cold storage at the Terminal Refrigerating Plant, who on several occasions have generously donated this service to the Pacific Electric Rod & Gun Club.



Denied the Evidence

Stonewall Jackson Smith was looking for work and Barney was asking him the usual questions:

"What's your name?"

"Stonewall Jackson Smith, suh."

"How old are you?"

"Ah's twenty-seven yeahs old, suh."

"Are you married?"

"No suh. Dat scar heah on mah head is wheah a mule done kicked me."—The Life.

Tame Bird, Wild Parson

Judge Priest—"Parson, that turkey you sold me yesterday wasn't a tame one as you claimed it to be for I found shot in it."

Parson Brown—"Judge, dat was a tame turkey, jest like I sed it was; dem shot was meant for me."—Judge.

The Power of Love

Captain (sharply)—"Button up that coat."

Married Recruit (absently)—"Yes, my dear."—The Campus.

Two fussy traveling salesladies were riding in opposite seats in the train. One thought the car was too hot, the other said it was too cold.

Just then a dusky porter came through.

"Porter," commander the first lady, "I wish you'd open that window. I'm nearly smothered."

"Don't you do it!" snapped the other. "If you do I'll freeze to death. The porter scratched his head.

"What you 'spose Ah should do in a case lahk dat?" he asked a portly looking traveling man, about two seats to the rear, trying to enjoy a little reading.

"Open it a while and freeze one; then shut it and smother the other."

—Forbes Magazine.

Dominant Considerations

"Do you think skirts will be much longer?"

"It depends," replied Miss Cayenne, "on whether the Paris fashion dictators are more interested in selling silk stockings or dress material."

No Expert

Judge: "What had the defendant been drinking when you arrested him?"

Cop: "Whiskey, I think, Your Honor."

Judge: "You think? You think? Aren't you a judge?"

Cop: "No, Your Honor, only a patrolman."

The Real Reason

Arthur—"I know a man, married for thirty years, who stayed at home every night."

Amy—(with feeling)—"That is love."

Arthur—"No! It's rheumatism."—Exchange.

Teacher's Mistake

John—"Teacher, can anyone be punished for something he didn't do?"

Teacher—"Why, no; of course not."

John—"Well, I haven't done my arithmetic."

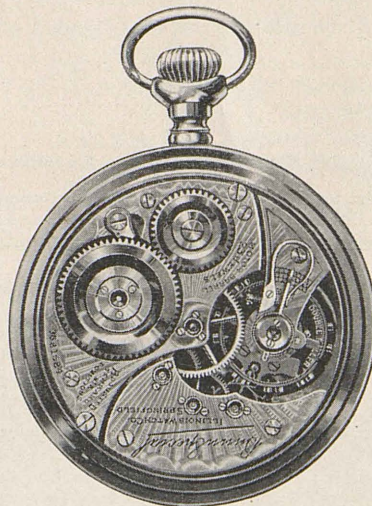
More Births Than Deaths

In each 1,000 of the inhabitants of the United States the percentage of births over the deaths in 1921 was 12.6.

Old Scot—"Dinna cry, ma wee laddie! If ye dinna find yer penny afore dark, here's a match!"—Wayside Tales.

A 1923 TIMEKEEPER

NONE ARE BETTER
Than This Celebrated
"BUNN SPECIAL"
16-size 21 Jewel
6 Position
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Ask the man who
wears one about the
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The Bell Hardware & Plb. Co.

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PRESCRIPTIONS

The correct test of a good Drug Store is by the manner in which Prescriptions and Medicines are prepared.

The public has a right to demand competent, conscientious and faithful service in every instance wherein life or health is involved.

To meet this demand has been the constant effort of this store. How well we have succeeded is proven by the constant increase in our business; the number of those who entrust us with their prescriptions and drug wants continues to grow. The Public appreciates our efforts to give better Drugs and better Drug-store service, than is possible to obtain in other stores in this vicinity.

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Half Block East of Pacific Electric Station
Rates \$1.50 and up

\$1.50 UP

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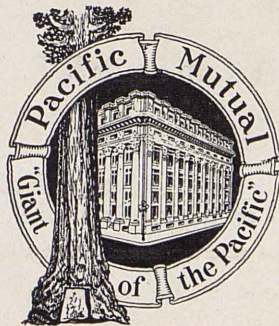
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Pays Accident Indemnity as long as you live for accident that totally disables

Pays Illness Indemnity for confining illness as long as you live.

Insure Today and Be Prepared for Loss of Time.—See Our Agents

Agents are located at the following points:

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

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

429 Central Bldg., 6th and Main Sts., Los Angeles

Los Angeles
 Hollywood
 Long Beach
 Pasadena
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& SAVINGS BANK
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

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

ASSETS

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

LIABILITIES

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

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

THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

Corner of Fourth and Main Streets

OFFICERS

J. A. GRAVES
President

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

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