



The Pacific Electric MAGAZINE

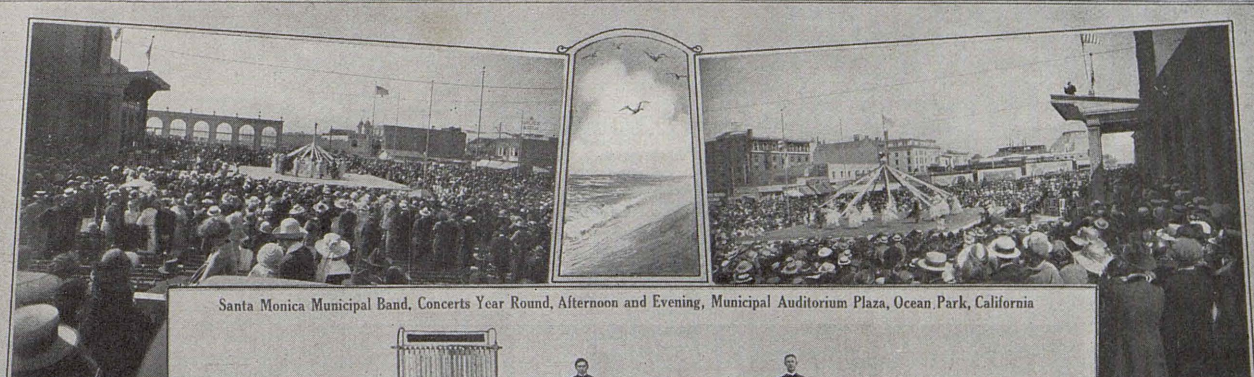


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

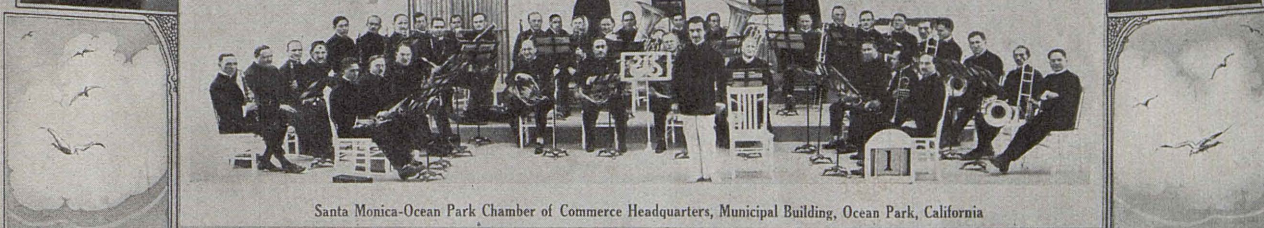
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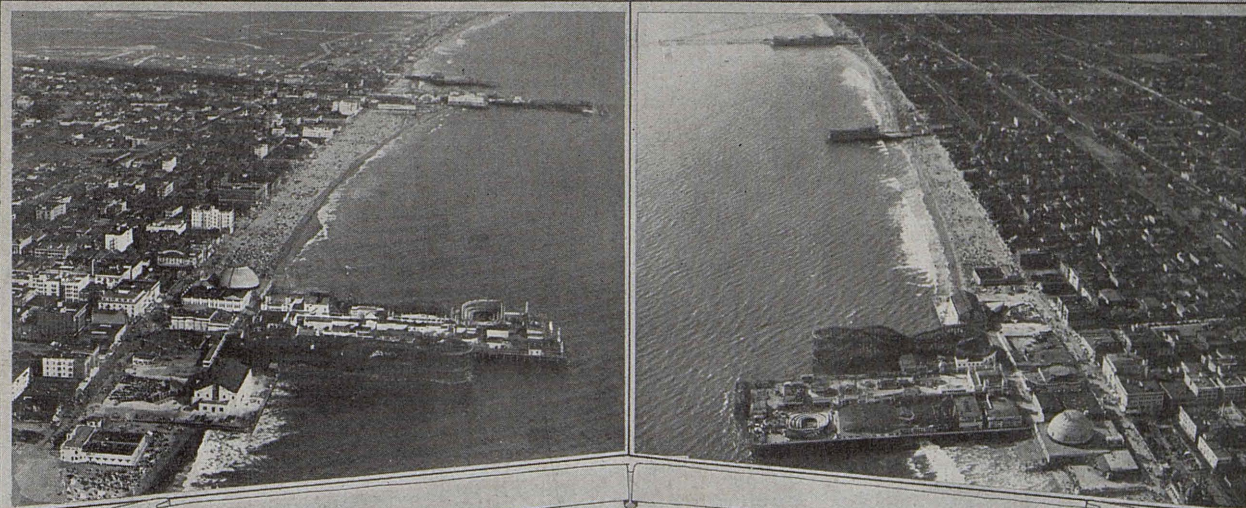
No. 2



Santa Monica Municipal Band, Concerts Year Round, Afternoon and Evening, Municipal Auditorium Plaza, Ocean Park, California



Santa Monica-Ocean Park Chamber of Commerce Headquarters, Municipal Building, Ocean Park, California



The Beaches Invite You to the Joys of Summertime

Selling Pacific Electric Service By Giving Travel Information

WITH the large number of strangers at all times in our midst, the opportunity exists for every employee to become a revenue producer for our Company. The visitor is in search of amusement, recreation and information and will listen appreciatively to suggestions of travel to points of interest in Southern California.

No other railway in the world offers to the traveler so many sights of beauty and renown, seen within as short travel distances as on lines of the Pacific Electric. Of importance too is the fact that these picturesque beauties can be reached by trolley travel at a smaller cost than is possible by other means.

With thousands of visitors continuously present, hardly a day passes but that we all have opportunity of telling someone how worthwhile he will find our trip to Mt. Lowe; or the journey over the Orange Empire, and Old Mission Trolley Trips; the beaches, etc. Moreover, these travel suggestions will be kindly received, as the visitor has spent a tidy sum in coming to Southern California and is desirous of seeing all the beauties of the Southland, at as reasonable a cost as possible.

All of our employees, especially those with the transportation division who come in contact to a greater extent than do employees of other departments, should familiarize themselves with points of interest available by Pacific Electric lines, such as the location and names of the different resorts and how to reach them. The location of the old Missions should be known, as well as the principal mountain resorts, in addition to Mt. Lowe, that are reached by our lines from San Bernardino or Redlands and then by stage to the resorts, and such other information as would appeal to the stranger in our midst.

It is not alone to the Company's interest to increase its revenues by attracting travel over our lines, but to every employee as well, and to that end all are earnestly urged to diligently strive.

MORALE is a term that came into general use during the Big Fuss—along with salient and sector and “low visibility” and A. W. O. L. and the like. What I mean is, had you asked the average man of pre-war days, if he knew the meaning of morale, he, being an average man and, therefore, honest, would have answered that he had had but a hazy idea of the meaning of the word even before the final “e” was tacked on, and such doubts of its original meaning as had existed in his mind had been but intensified by the addition of a wholly unnecessary letter to a somewhat commonplace—if little understood and relatively unimportant—word.

Granted that it was a word not included in the ante bellum vocabulary of the average person, it is equally true that it has come into general use now, and is, in fact, a much over-worked word. One hears that such and such a thing is fatal to one's morale—that such a measure stiffens one's morale. It is rather surprising to find how many things can happen to an attribute the very existence of which, until a short time ago, most of us were in blissful ignorance. From various authorities I have been advised that one's morale may be destroyed, subtracted from, added to, strengthened, quickened, stiffened, ad infinitum as long as verbs hold out.

Common Dangers

As listed above, understand me, no attempt has been made to arrange in their order of relative importance or natural sequence what may—and frequently does—happen to one's morale. I'm trying merely to point out some of the common dangers from contagion to which the average, or garden variety of morale, is exposed. It is not uncommon to have one's morale suffer from a dozen ailments in one short day. Speaking out of the somewhat full—and wholly painful—experience of my first day in one of our benign Uncle's training camps back in '18, I can swear (and did—but I don't mean it in that sense) that my own personal morale was attacked by all the symptoms noted above, only, chronologically speaking, in reverse order.

Webster defines the word as “That mental state which renders a man capable of endurance and of exhibiting courage in the presence of danger” and since past efforts of mine to prove Mr. Webster in error have been crowned

MORALE

By C. K. BOWEN

Assistant Engineer, Engineering Department

with but indifferent success I, for one, am willing to let it go at that. Accurate though he undoubtedly is, there have been times when it seemed to me that the great Noah—not the one who built the Ark and loaded it with live-stock, but the one who built the dictionary and over-loaded it with dead language—had a style that was a bit cramped and left too much to the imagination. For instance, I had a vest-pocket Webster once that defined a rascal as “see villain” and when I turned hopefully to villain I was optimistically advised to “see rascal”—concise, but hardly illuminating, if you get what I mean.

Morale's Greatest Aid

Experience, dearly bought by our Allies in the field, and by them passed on to those in command of the boys in O. D. and through them to the soldiers in training, hammered home the fact that the one relentless enemy of morale was slovenness—my old C. O. used to bellow “Its bad for the individual, bad for the Command, bad for the Army, worse for the Country”—and he was, and is, right. And conversely, the greatest aid to morale was

pearance and of manner which carries with it an air of assurance based on a faith in yourself and a proper knowledge of your capabilities—a daily shave, a crease in your trousers; small things of themselves, but the effect on those with whom you do business, and more, the effect on yourself, these are not small. Frequently they spell the difference between success and failure.

The maintenance of a high individual morale on the part of its employees means that ultimate public recognition of the fact that the organization of which such employees are integral parts is the jealous possessor of a distinguishing morale of its own; an individuality, a soul; call it what you will. Its that something that makes us proud of our connection with the Pacific Electric; that causes us to rush to her defense when we feel she has been unjustly assailed, and to thrill with pride when we hear her praises sung.

Before pointing out the responsibilities of the individual in connection with this thing which, for want of a better term I shall call corporate morale, let me first, as I see it, tell how this same question of morale affects our relations with the public.

Have No Monoply

You know, stripped to fundamentals, this railroad is just a big mercantile establishment engaged in selling the

public one line of goods instead of many different lines, and that one line is, of course, transportation. Don't think for a minute that the travelling public or the shipping public has to purchase our particular commodity simply because we have practically a monopoly of suburban electric railway transportation in our own territory. Not in million years. Does one of our young conductors, feeling his dignity stepped on, tell some pugnacious passenger if he doesn't like our cars not to ride on 'em the chances are the said p. p. there and then makes up his mind

Read and Heed

HOLD your temper and you'll hold a friend for the P. E.

It's surprising how a smile helps, and it works both ways.

Remember . . . that a soft answer not only turneth away wrath, but a hard one turneth away hard cash from the Company's till.

However small your place in our organization may seem to you to be, there are just as many ways in which you may do your part as there for the head of your department to do his.

Should one of our young Conductors, feeling his dignity stepped on, tell some pugnacious person if he doesn't like our cars not to ride in 'em, the chances are the said patron there and then makes up his mind to follow the advice so freely offered and spends the rest of his life passing the idea on to his friends.

—and is—smartness.

What was true of the soldier is equally true of the civilian; what made for greater power to fight and win battles in war-time can just as surely be made to serve the greater army of peace in fighting the battles of every day life—and that, if you please is morale.

And one of the greatest aids to a proper morale is cleanliness which in turn leads to that smartness of ap-

to follow the advice so freely offered and spends the rest of his life passing the idea on to his friends. While it is true that we have upwards of a thousand passenger cars operating over almost twelve hundred miles of track, it is equally true that there are several thousand miles of the finest highways on earth in the same territory we serve and that a

very large part of the one million autos in California operate over these same highways, and that every one is a potential competitor of the Pacific Electric.

If the disgruntled passenger or shipper doesn't like our service, he can travel by auto stage or ship by auto truck. Granted that it does cost more; every time you convince one doubting Thomas of that fact there are two more to rise and argue the point with you. Lets keep our patrons satisfied and no argument will be necessary.

I know of no other one way that the satisfaction of our friends, the traveling and the shipping public, can be so securely assured as in the maintenance of this same morale, nor do I know of a greater service that we, as individuals, can render our Company than by giving serious thought to this one subject, to the end that its morale may be—to once more use the old army term—stiffened. However small your place in our organization may seem to you to be, there are just as many ways in which you may do your part as there are for the head of your department to do his. If you have the idea that you are only a very small potato in a hill full of big ones, get rid of it. That thought alone is fatal to your own morale, and how can you hope to put into this railroad what you yourself lack? Learn to feel that in your own field you are every bit as necessary to the well being of this Company as the Chief Executive is in his. He knows the truth of this, else you wouldn't be where you are.

Judged by Trainmen

Fortunately, I need not confine myself to generalities when pounding away on this idea of morale. There is one way open to us all, by means of which we may increase, add to, stiffen, etc., etc., the morale of all of the fellowworkers with whom we come in daily contact—which means of course, the Pacific Electric—and that is by our sole and particular example. Of the six thousand employees composing the human element of this Company, about one-third are trainmen, yet for perfectly obvious reasons the railroad, as such, is judged and weighed in the balance of popular public opinion far more by the appearance and acts—both of omission and commission, of these two thousand employees than by those of the other four thousand, who work outside the spot-light of public criticism. As public men—which they are—it behooves them to be clean and neat as to their personal appearance and courteous in their manner, which most of them are. I am, of course, assuming that they are all efficient as to the purely mechanical side of their business. Its importance justifies its being taken for granted, but I am wondering if in furtherance of the "safety first" idea, we are not in danger of subordinating out of its relative importance, this thought of the maintenance of a proper morale of the individual and, as a concomitant, the morale of the organization itself.

I am suggesting the adoption of no compulsory measures. If such thoughts of my own here set forth have any merit, they must have as their basis the voluntary acceptance and cheerful acquiescence of those who are eager to improve the brand of service we are giving the public, by showing a sincere desire to improve themselves and by so doing, to set an example for others to go and do likewise. See to it that you have a clean shave, a fresh collar, clothes well brushed, and if your buddy has been somewhat lax in such matters, see how soon he, too, emulates you. Remember when you feel your temper slipping over the fool questions asked by a passenger that a soft answer not only turneth away wrath, but a hard one turneth away hard cash from the Company's till; that winning an argument with a passenger rarely wins a friend for your employer; and, hardest of all, that although the passenger is generally wrong he is always theoretically right, at any rate, it isn't your business to point out to him the error of his ways. A ticket punch is, as the name implies, to be used for punching tickets, not passengers. In short, hold your temper and you'll hold a friend for the Pacific Electric.

How about myself and the hundreds of others like me who, though "necessary evils" in the actual running of this man's railroad, toil not neither do they spin? Isn't there anything we can do besides wearing a clean collar and preserving a fresh appearance—while refraining from acting in a similar way—to—once again—stiffen this corporate morale? Lots, if we just don't think it too much trouble. Most of us travel on annual passes, being a part of the five hundred thousand-per-month deadheads so transported by this railroad. Just suppose that instead of burying ourselves in a newspaper while enjoying the hospitality thus freely offered, we look about us and see what service we can render in partial return thereof. Lets begin by observing the rule which provides that paying passengers be permitted to board the cars and become seated before pass-holders; at the same time lets stand by to assist the aged or the bundle-laden passenger, or the mother with a babe in arms, and do it smilingly. Its surprising how a smile helps, and it works both ways. Once aboard I, being an engineer and accustomed to inspect the physical property from a moving train, take a position out front where I can see whats going on.

How All Can Help

Speaking generally and broadly I note little that merits unfavorable criticism, but there are frequently little matters that can stand improvement and I make a note of each. In the sphere of my own duties I notice a trolley hanger loose, a tree whose branches encroach too closely for comfort, unsightly rubbish littering a waiting station, a section crew burning grass too close to an orange orchard; other small matters which

seem insignificant of themselves, but proper attention to which will improve the appearance of our property, or result in greater safety or efficiency. In the domain not particularly my own, I time the speed of the train between known points in the city where an ordinance requires certain speed restrictions and find we are exceeding the limit; a note to call the matter to the attention of the Superintendent is jotted down. I observe an act of discourtesy on the part of the conductor and reluctantly make a note of that. On another occasion I am a witness of some act whereby another trainman goes outside the line of duty to render a kindly act, and cheerfully note the fact for transmission to the proper official, and so on and on and on. Why, in even so simple an act as refraining from throwing peanut hulls on the floor of the car after the contents have gone the way of all good peanuts, you are doing your bit to preserve morale. I could fill the Magazine with similar suggestions covering all departments of our great organization, but this article is already in danger of becoming too sermon-like. I'll stop before it produces the opposite effect from the one intended. You know, like the sermon Mark Twain once listened to, where his first desire to empty his pockets into the plate was so modified by the subsequent length of the sermon that when the plate finally came round to him he stole a dime off it.

Most of what I've been trying to get across just means keeping your feet warm and your head cool, your eyes open and your mouth shut (at least, to loose chatter) and to give—cheerfully—a little more than you are paid for.

I thank you!

MAIL MESSENGERS WILL AID IN IMPROVING SERVICE

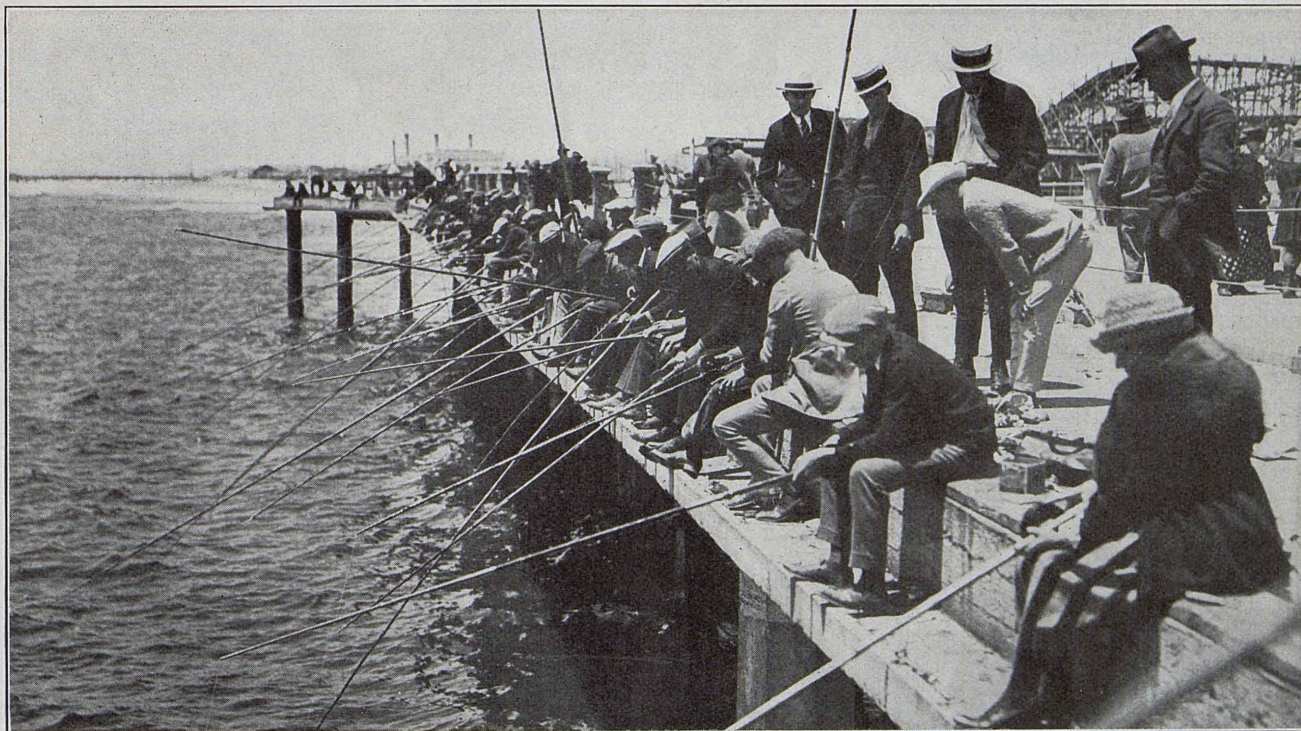
In order to improve both street car and mail service, the Pacific Electric has installed mail messengers at a number of points on its lines. These men are to remove sacks of mail from the Postoffice and place on the cars and in like manner transport the mail from the cars to Postoffice. Similar service will be rendered at Long Beach, however, the two men contracted for at that point will be under Government supervision.

This service became effective July 1st, at which time the following men were established at the points mentioned: Samuel J. Eaton, main Postoffice, Pasadena; J. D. Bates, Station "A"; M. E. Doll, South Pasadena; J. B. Corrigan, Altadena; A. S. Cooper, Alhambra; O. R. Turnbeaugh, Balboa; W. E. Franklin, Redondo; J. Q. Bryan, Sawtelle.

Hobo Humor

"So, Dusty is in jail again. What have dey got him doin'?"
"He's kinder proofreadin', as usual."
"How'd yer mean?"
"Puttin' in periods after de judge's sentences."—L. A. Express.

ANGLING FOR FINNY TRIBE AT REDONDO



Redondo Beach still retains its rank as the leading and most popular fishing resort of Southern California. The above is a typical Sunday and holiday crowd angling from concrete pier.

TO THE "angler" who has never had the thrill of landing a real "big 'un" from either of the piers at Redondo Beach, the above caption may have little or no meaning. But to the reader who has taken his place along the pier rail and cast his bait a real man's distance into the briny deep and felt a little later the tug that means a sure enough fight, the words at the beginning of this story carries a thrill which really must be felt to be appreciated and—never to be forgotten. This applies to the fisherman lucky enough or skillful enough to land his prey as well as the fellow who is successful enough with the little fry, but usually lets the big game get away. Be that as it may and no matter where one may have fished previously, the old timer, who never lets a season go by without a series of fishing expeditions to Redondo Beach, avers that to know what real sport means and to really fill out a long and honorable fishing career one must have a few of the big ones to his credit caught from the pier at Redondo Beach.

Of course, there are differences of opinion even among the best of friends, not excluding fishermen friends, for who among all the devotees of Sir Isaac is there who has not had his favorite fishing hole or beach or stream where the shade or depth or nook was not just right in every particular? And so it is with the folks who throng to Redondo Beach all summer long. Just as there are

those who persist in haunting the endless pier, there are those who track the wily denizens of the deep to their very lair in the lanes and canyons of the deep blue waters far from shore, tempting with every known device of rod and reel the big fellows who deign not to approach either shore or pier. For those venturesome spirits there are staunch power launches available a plenty with guides and tackle and all the trimmings, including the gaff from which never a "prize ringer" got away and the most comfortable seat astern that even the president of the fishermen's club ever angled from. At any rate, one who comes to Redondo Beach to fish and goes away without an experience aboard one of these celebrated craft out and away from the common angling throng to the famous cod or barracuda or halibut banks off these kindly summer shores certainly misses one of the experiences of a lifetime and denies himself one of the rarest trouts of vacation time.

While the above sounds thrilling and really possess a sportsmanlike element that cannot be excelled anywhere along the entire Pacific Coast for real pleasure in landing one's favorite gamefish, there are attractions about surf fishing that appeal to some with a stronger pull than either pier or deep-sea fishing. There is something about standing or wading along the shore and casting one's line far out into the rushing, foaming surf, breathing the mist of the tumbling, roaring "white horse riders" that

seem to vie with each other in their ceaseless press for the shore, seeming to hurry the one after the other in order to give place for countless others to follow. The lover of this class of sport must develop a strong casting arm and wrist and know by experience just how far and when to make his cast. Yet when the surf fellows are running there are those who never in their lives before made the attempt and are just as successful as fishermen who have stood many a fair morn or eve ankle deep in the cool waters from Neptune's depths taking only an occasional prize from his native haunts.

With references to tackle and other equipment: The men in Redondo Beach who look after the wants of those who come hither with serious fishing intent are fully supplied with the best the world affords in the way of rod reel, bait and other requisites, although the one necessity in the way of wet goods must now be supplied entirely by old Father Neptune, the laws of our land declaring that fishing as well as other sport is sufficiently attractive and exhilarating without the seemingly—in some cases—indispensable "bait" of former times. At any rate, there is every inducement and environment in Redondo Beach to give one the time of his life from the fishermen's standpoint and give to vacation days the memory of peaceful hours well spent in one of the very finest fishing resorts of all the fine fishing grounds this country affords.

LARGE OUTPUT IS REACHED BY TORRANCE SHOPS

Some idea of the large volume of work being accomplished at our Torrance Shops is furnished in the following statement supplied by Mr. Willis M. Brooks, of the Mechanical Department:

"The rapid growth of Los Angeles and the constant development of industrial projects in Pacific Electric territory has required a very considerable addition to our rolling equipment to handle the increased business. When a completely overhauled car is turned over to trainmen, little thought is given of the volume of work involved in maintaining the equipment to such a high standard. To meet conditions with which we are confronted requires that everyone be on tip-toe, working at top speed, always considering the factor of safety.

"That our forces at Torrance have reached and are operating at a high degree of efficiency is evidenced by the volume of work being turned out of the shops, the following figures being the output for the month of June:

Passenger equipment:	
General overhauling	29
Heavy wrecks	8
Light wrecks	3
Miscellaneous repairs	22
Freight Equipment:	
General overhauling	18
Entirely rebuilt	13
Service equipment:	
General overhauling	1
Locomotives (electric):	
General overhauling	1
Light wrecks	1
Automobile bus bodies:	
Constructed (new)	15

"The term 'overhauling' means that the entire unit was dismantled and every portion inspected, repaired or renewed and replaced and the unit painted and varnished.

"We are justly proud of this showing, but do not intend to stop there. As improved methods and appliances are found or invented we shall try them out and if capable of shortening the work, they will be utilized.

"In addition to the foregoing, shop machinery tools and equipment have had careful attention to keep them fit for efficient operation and over 200 orders for parts of equipment to be manufactured in the shops have been completed and the finished article turned over to the Store Department for distribution."

RIM OF THE WORLD BUREAU ESTABLISHED IN STATION

Anticipating the demands that will be made by tourists for information pertaining to mountain resorts in the San Bernardino mountains, the Rim of the World section of the San Bernardino Chamber of Commerce on June 9th opened the Log Cabin Information Bureau on the main floor of the Pacific Electric Main Street station, Los Angeles. The Bureau is in charge of Mr. S. A. Skinner and Mrs. D. R. Brothers, who are inti-

CITY OFFICIAL LAUDS LOCAL CAR SERVICE

IN RESPONSE to inquiries as to how the street car service of Los Angeles compared with eastern cities, Fred A. Lorentz, Chief Engineer of the Board of Public Utilities, having just returned from a tour of inspection of the electric railways in the principal large cities of the east, expressed his views thusly:

"I would say that unquestionably Los Angeles has the best street car service of any city visited, taking into consideration the cleanliness of equipment, neatness and courtesy of trainmen, reasonable fare, service, and the attitude of the carriers toward the public.

"The cities comparing favorably with Los Angeles are Washington, D. C. and Cleveland, Ohio, but an 8-cent fare is charged in the former city and a one cent transfer charge is made in the latter. New York City has a 5-cent fare on the surface lines, but this is a myth and very misleading, due to the fact that transfers have practically been eliminated, and where a passenger could before the war ride for 5-cents, it is now necessary for him to pay 15 or 20-cents to reach the same destination.

"Los Angeles is the pioneer city in granting to its rail carriers operating rights for motorbuses as auxiliaries to rail service. Numerous eastern cities have motorbus service on the principal streets which are not served by car lines, and the fare for this service is 10-cents, with no transfer arrangements to rail service. In contrast to this, Los Angeles will enjoy motorbus auxiliary service at a 10-cent fare, with transfer arrangements to rail service, something no other city has at this time."

mately familiar with resorts and mountain environment in that territory. Here may be obtained pamphlets and folders showing rates charged at the hotels and camps, transportation charges, and distances between various camps.

Through traffic arrangements have been made by the Pacific Electric Railway from points on its system to all points on the Rim of the World served by the Motor Transit Company from San Bernardino and Redlands, and Agents of the Pacific Electric now sell tickets through and make reservations for either regular or de luxe stage service, as may be desired by patrons.

The different resorts expect a great demand for vacation accommodations, and have made extensive improvements and extensions.

OUR PRESIDENT'S MOTHER CALLED BY DEATH

The saddest bereavement that can befall man was suffered by Paul Shoup, President, when on June 12 his mother, Mrs. Sarah Sumner Shoup, was called by death at her home in San Francisco. Beloved by all who had the pleasure of knowing her, the death of this gentle character caused widespread sorrow among her host of friends in the Southland.

At her passing Mrs. Shoup was 82 years of age and besides Mr. Paul Shoup, she leaves two other sons and a daughter, Guy Shoup, General Counsel of the Southern Pacific Company; Fred Shoup, General Agent of the Associated Oil Co., for Southern California, and Mrs. A. S. Robinson, of Los Altos, California. Accompanied by the three sons, the body of Mrs. Shoup was taken to her former home, Knoxville, Iowa, for interment.

Employees and officials alike join in extending their sincere sympathy to our President and the other bereaved members of the family in their great sorrow.

ALHAMBRA-SAN GABRIEL LINE EXTENSION ANNOUNCED

The building of a two-mile extension of the Alhambra-San Gabriel line from its present terminus in San Gabriel, was announced by Mr. Pontius on June 29th, following approval of the project granted by the State Railroad Commission. The completed cost of the project will exceed \$250,000 and work will be begun within the very near future.

The new line will extend easterly on Olive Street, branching to San Gabriel Avenue to the new terminus at Golden West and San Gabriel Avenue, where a joint freight and passenger station of the most modern design will be constructed. The extension will be of standard construction on a thirty to thirty-four foot private right-of-way protected by cement curb and a thirty-foot highway will be built on either side of track.

To care for the increased power demand a new substation will be installed and be of sufficient capacity to effect a material improvement in power conditions on the Alhambra-San Gabriel line, as well as the Pasadena, Sierra Madre and Glendora lines. It is contemplated that the entire project will be completed by November 1st.

The district through which the new extension will pass has been somewhat retarded in growth through the lack of transportation and residents have been active in urging that the extension be made. Negotiations completing the transaction were carried on with the Burkhard Investment Company, who have planned a townsite and many improvements in the district.

Station Agent Gives Pertinent Advice

Keep on Plugging and Smiling is the Lesson Learned
in the School of Practical Experience

By H. C. BEDWELL,
Agent, Whittier

IT WAS nearing closing time, and the day's station work was completed. The daily balances had all been cast, and all the reports were in the mail. The correspondence had been answered, except a few stray bits that needed more information, available only from outside sources.

The Agent sat back idly from his desk, comfortably surveying the office, his critical mind wandering about for missed details. He loved these comparatively quiet half-hours at the close of busy days, for in them he might check over the doings since morning for loose ends and plan for the morrow's work.

The Assistant had an elbow hooked over the counter and was leaning heavily upon it. He was now and then selling tickets as automatically as the operations of the weighing machine in the waiting room. His mind seemed engaged darkly in some deep and sombre thoughts. It was the Agent's opinion, when his eyes at last rested upon his Assistant hanging gloomily from the counter that the young man had the night before taken his girl to Los Angeles, missed the last car, and had had to bring her home in a taxi. This only, the Agent thought, could cause such a blight upon a bright nature at this time of week and month.

A Voice at the Window

"See, here, young man!" an aggressive voice at the ticket window shattered the calm of the office. "I want to know why the 5:40 is late tonight. I have an important engagement this evening, and it is very annoying waiting on your cars."

The Assistant unhooked himself from the counter, and his words were honey-sweet as he mentioned the hard going in the heavy traffic of Los Angeles, the necessity of careful operation on account of the habit of automobilists trying to dispute the right-of-way with fast-going interurban cars.

"It is very annoying!" the aggressive voice repeated. "Now if I were running this line" And the Assistant listened politely to a new and startling method of operating a railroad.

He turned away presently on the excuse of answering the telephone. Then he looked at the Agent, who chuckled softly.

"And still they wonder why people commit murder and go insane," said the Assistant fretfully. "Why, they ought to chloroform guys like that, and never let 'em wake up. He's got about as much business in Los Angeles as a pet pig has at Seventh and Broadway at eight o'clock of an evening. He couldn't run a wheelbarrow around the

INTRODUCTION

LIFE is too short to gather grouches and make people dislike you," is the wisdom imparted in the accompanying story, "Station Agent Gives Pertinent Advice," by H. C. Bedwell, Agent at Whittier. The philosophy of the experienced "Agent" is cleverly transmitted to his young Assistant, who is inclined to take too seriously the frivolities and complaints of the traveling public. "It's all in the day's work" he is told.

The "Agent" points out that in all the activities of life similar and kindred problems and hardships are encountered. Bearing them patiently, "hitting the ball," and keeping our troubles to ourselves, are some of the excellent thoughts given to the young beginner by the experienced "Agent" who has learned his lesson and profited therefrom.

Mr. Bedwell's story will be found entertaining and profitable.

block without getting into trouble. Yet he admits he knows all about running a railroad."

Part of the Game

"Oh, he's harmless," said the Agent good-naturedly.

"Yes, but he makes it disagreeable for lots of people," gloomed the Assistant.

A nervous lady approached, with an inquiry for an express package. The Assistant showed her the place on the dotted line for her to sign, and gave her a pencil. She tried once to write, but the angle of the receipt was not just right, so she changed it. She tried again, but her stance was wrong, which made for another try.

"You'll have to excuse my nervousness," she murmured plaintively, "but I lost my husband about a month ago, and it got my goat!"

The Assistant opened his mouth, then closed it slowly. He ambled silently into the back room, and brought forth the package.

"If I had a wife like that," he threatened, after the lady had gone, "I'd cut her head off and hide it!"

The Agent grinned broadly.

"Sure," he agreed mockingly. "So look out that you don't get one."

"It's a hard game, this bucking the public," mused the Assistant darkly as he again hooked himself onto the counter. "It's like nothing else in this world.

It'll get you in the end, too. I don't see how you've stood it all these years. The ignorance in this world is the limit. A guy asked me today what year the 1915 fair was held in!"

One on the Assistant

A sad-eyed man approached the ticket window, and beckoned sharply. As the Assistant came forward briskly the man took out pencil and pad and wrote the query:

"Where can I find the agent for the 'Los Angeles Times'?"

Quick and accurate with his knowledge of local things, the Assistant jotted down "The Times" agent's telephone number as being better than the address. The sad-eyed man took his pad and pencil and turned away with a hopeless shrug.

"Now there's a man who won't give you the raz," said the Assistant with satisfaction. "He's easy to do business with. He's deaf and dumb, and his questions are to the point, and he's ready for a snappy answer. Not much time wasted on him."

"That's right," nodded the Agent with a grim smile. "But I wonder what a deaf and dumb man can do with a telephone number?"

The Assistant wheeled sharply about from the counter. His clouded mind seemed cleft by a great white light.

"Well, I'll be darned!" he groaned. "I gave a deaf and dumb man a telephone number! Say, don't ever tell that on me, will you?" he pleaded.

"I won't," agreed the Agent. "But it only goes to show that we all make mistakes."

"I know," said the Assistant, relapsing into his former gloom. "It is a hard life, though. You don't answer some old bird in just exactly the tone of voice that suits his sensitive ear, and he writes a long letter to the Superintendent about the awful employees of the Company. And probably right away off goes your head. Then while you are doing three or six different things at the same time you make a mistake, and Old Man Trouble comes and knocks the varnish off your front door in his big hurry to get in by your fire-side."

The Agent Unloads

"That's right," nodded the Agent, his tolerant eyes dwelling kindly upon the Assistant. "I used to get that way myself when I was young. It's something like growing pains. But come to think of it, you take the same kind of chances in any and all activities of this life. You fall in love with a girl, and then she goes and marries some poor sap for whom she has to make a living. You buy a thirty-foot lot, and get yourself a

law-suit because some nut says you are claiming four-inches of his land. You step into the street, and an automobile driven by a lunatic hits you. It's his fault, but you're dead just the same."

"People who are traveling or shipping aren't always just exactly normal. Maybe it is a dear relative suddenly sick that this one is going to see. Or maybe that one is going to see if he can renew the mortgage on the old homestead, and has every reason to believe it can't be done. Another is harassed by something else, and really doesn't mean to be disagreeable. You'll probably find that the public has just as many worries as we have."

The Agent paused, still smiling. "All right," urged the Assistant, "go on. What else is there you've got on your mind. I'll listen."

The Agent's grin widened, then he sobered.

"Why, there's a lot more that could be said. Life is too short to gather grouches and make people dislike you. Most everybody means all right, even if they don't act like it. I've even passed the time when I considered the Traveling Auditor an outlaw, although I can still feel the quick flutter in the middle of my back that began in my youth, when the T. A. hoves in sight with his leather bag. But they are human. Honest, they are! I've even known 'em to make mistakes too."

"I don't believe it!" asserted the Assistant stubbornly, but still showing interest.

"Pessimism has killed some mighty good men," affirmed the Agent. "It's very dangerous. In other words, don't take it too hard. Learn by your mistakes, as you've heard before. You remember Mr. Day told us at the Association's meeting that when we go wrong he is there to tell us about it. He was reminded that in his young days they used to call him down hard, and he was glad of it, and never made the same kind of a mistake again. He looked your Old Man Trouble between the eyes, and took whatever raps he had coming."

The Key to Success

"The big idea is to hit the ball, and keep on hitting it, and keep your troubles to yourself—or at least most of 'em."

"The other day an Agent who has served for forty years said to me: 'Paul Shoup was the best ticket clerk I ever had under me. He was always polite and cheerful and so kind to every one.' Now I wish some one could say that about the days of my youth."

The clock hands pointed starkly at closing time. The waiting room was quiet.

The Assistant's face had lost most of its look of woe. He smiled faintly and with a wide and sweeping gesture he swept shut the ticket-case door.

"I believe you're right," he admitted. "Let's go home."

To see if he had any gas. Bill struck a match—and so did pass.

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

Passenger Revenues	\$1,212,383.23	
Freight and Switching Revenue	512,893.56	
Other Revenue	79,698.68	
Total Railway Operating Income	\$1,804,975.47	
Total Railway Operating Expenses:		
Wages	\$847,794.68	
Other charges	378,161.22	
Transportation for Investment—Credit	3,389.47	1,222,566.43
Revenue—Less Operating Expenses		582,409.04
Depreciation	23,916.23	
Taxes assignable to Railway Operations	81,100.93	
Total Depreciation and Taxes	105,017.16	
Revenue, Less Operating Expenses, Depreciation and Taxes	477,391.88	
Non-Operating Income	6,493.06	
Net Revenue	483,884.94	
Interest on Bonds and Other Debt	335,144.11	
Rents and Miscellaneous Income Deductions	97,145.51	
Total Deductions	432,289.62	
Net Income for month	51,595.32	
Net Income for five months	211,256.83	
Los Angeles, Cal., June 25, 1923		L. A. LOVELL, Auditor.

NEW TIME-SAVING TOOLS

Pipe bending machines are one of the latest acquisitions to our Torrance Shops and henceforth the laborious and time-consuming method of bending pipe to the desirable shape by heating will be eliminated. Two of these machines are now in service at different points of the shops and the bending of pipe, up to 2 inches in diameter, is done quickly and well by these machines, which are operated by hand power leverage.

This apparatus, in addition to eliminating the necessity of heating the pipe, thus affecting a considerable saving in fuel oil, can be transported from one point to another with ease and saves the loss of time due to shopmen going back and forth to heating fire.

A REGRETTABLE OMISSION

Many friends among the older employees of the Company regretted to learn of the deaths of Paul J. Munch and S. L. Newcomer, due to accident, at Redondo Beach on March 28th, the account of which was not given in the April issue due to an oversight.

Mr. Munch entered our service in May, 1915 as a bridge carpenter, being later promoted to sub-foreman with the bridge and building division which position he held at the time of his demise.

Mr. Newcomer entered our service in Sept., 1919, as bridge carpenter, later being promoted to pile driver engineer, which position he held at the time of his death.

Both of these fellow employees were of a very genial nature and during their term of service with this Company had won many loyal friends and the sympathy of our whole organization is most sincerely extended to the bereaved.

SOUTHERN DIVISION NOTES

By F. J. Oriva

It was not an "Owl Car," and still it was an Owl car, for Motorman S. H. Moore caught a bird of that specie riding on the fender of his car. The bird had been badly injured and Motorman Moore had it mounted and presented same to the Pacific Electric Rod and Gun Club.

Freight work or passenger work seems to be the perplexing question in the mind of Conductor C. Marlowe. He has chosen the former however, after having spent some time in passenger work.

Perhaps Switchman M. M. Koones is singing "Meet Me in St. Louis" now for he is back in his old home there on vacation. It is the first time he has been home in five years.

Prize winning trap shooters will have to buckle down now if they expect to hold their laurels from Motorman W. B. Thomas. His latest acquisition is a special trap shooting gun and he anticipates some high scores in the future.

Motorman G. Price, of the San Pedro Gardena Line, is visiting in Detroit, Michigan, his old home. He says he is having a fine time, but yearns for California.

Train Instructor L. R. Spafford is giving instructions on single track. Now is a good time to study up on this work.

Those who have not made application for Mortuary Fund blanks can secure same from Mr. McCulley, Terminal Foreman. It is a mighty fine form of relief benefit.

P. E. VACATION CAMP OPENS

On June 15th Camp Superintendent Worley and Mrs. Worley opened our summer vacation camp with a full crew of employees and the camp is now in full swing. A large crew of workmen under Assistant Engineer DeNyse completed their labors, with the exception of a few minor details, on Saturday, June 30th and vacated the grounds.

The two new dormitories of six rooms each, new boat house about one mile from camp, and all the other improvements mentioned in the last issue of the Magazine are complete. Six rowboats have been installed upon the lake, and the power launch—"Lady Louise"—is due to be installed this week.

Quite a few families have enjoyed our wonderful vacation home during the past three weeks and the registration for July and August indicates that the number of employees this year who avail themselves of these joys and comforts will be far in excess of any previous year. This increase in attendance, we believe, will be largely due to the fact that it is not now necessary to take bedding, a supply having been purchased this year completely equipping all of the tent cottages, as well as the dormitories, so that it is now necessary for visitors to take towels and toilet articles only.

Our auto sight-seeing truck is proving to be a very popular addition to the camp and this, together with the motor boat, affording pleasure trips without cost to the employees, will add much to the attractiveness of our camp as a recreation center.

MECHANICAL DEPT. NOTES
By Willis M. Brooks

On account of the heavy freight traffic, there has been a little delay in the passenger service. Some delay cannot be avoided, as this enormous amount of freight cannot all be handled during the night time.

J. W. Hann, who was recently injured while working on freight, is improving nicely at the hospital.

It will be a great help to the dispatcher in reporting accidents, if all will bear in mind that he is a very busy person, and in coming to the 'phone, please have information ready to repeat to him without unnecessary pumping on his part. Information required is: time, location, names, auto numbers, car numbers in the immediate vicinity, speed of auto, speed of car, cause of accident, and disposition made of injured party, if any. This will be greatly appreciated on his part.

The vacation list is running heavy at Macy, but it is not nearly keeping up with the sick list.

"No man can learn to enjoy life until he first learns to enjoy his work."
—B. C. Forbes.

Lake Launch Becomes "Lady Louise"



Boating in our own launch, the "Lady Louise," is one of the added pleasures which employees will enjoy upon visiting our Camp in the mountains this year. The insert above is Miss Louise Shoup, the daughter of our President, who sponsored our trim little power launch.

IT IS a pleasure to chronicle a new honor that has been conferred upon our organization by the consent of Miss Louise Shoup, only daughter of President and Mrs. Shoup, to stand sponsor for the power launch of the Pacific Electric vacation camp that has been placed upon beautiful Lake Arrowhead in the San Bernardino mountains.

Henceforth our launch will be known as "Lady Louise."

The granting of this honor was through the instrumentality of S. A. Bishop, our genial General Claim

Agent, and the friendly offices of President and Mrs. Shoup.

In the bestowal of the name upon her namesake the donor writes to Mr. Bishop in part as follows:

"This is to thank you for your kind thought of me in wishing to name the beautiful new launch on Lake Arrowhead after me, and I do appreciate the honor given me through my father.

"I know the 'Lady Louise' will give pleasure to many of the P.E. people and perhaps some day I shall have the honor of riding in my namesake. Cordially, Louise Shoup."

COMPARISON OF ACCIDENTS DURING MAY, 1922 AND 1923

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922	
Interference with vehicles	160	94	166	82	249	161
Collisions and interferences with cars	8	7	28	9	11	1
Persons struck by cars	4	1	10	3	7	0
Derailments	6	10	28	24	16	11
On and off moving cars	19	23	13	19	15	40
Miscellaneous	28	26	39	23	46	32
Total	225	161	284	160	344	245
	I-64		I-124		I-99	
	1923	1922				
Interference with vehicles	575	337	70.6%	Increase		
Collisions and interferences with cars	47	17	176.5%	Increase		
Persons struck by cars	21	4	425.0%	Increase		
On and off moving cars	47	82	42.7%	Decrease		
Derailments	50	45	11.1%	Increase		
Miscellaneous	113	81	39.5%	Increase		
Total	853	566	50.7%	Increase		

TIMELY TOPICS FOR TRAINMEN

A MILLION automobiles in California in May—more than in any other state in the Union.

We see the effect in the congestion on down-town streets and on boulevards, highways, and country roads everywhere.

We see it in the accident statistics, too, for these autos are run by men, women, and children, sane and insane, reckless, careless, half-witted, dope addicts, and drunks, and no qualification is required.

The Safety Committees have been wrestling with the problem of reducing accidents and have made many helpful recommendations. Recently Central Safety Committee made a test of various types of whistles, thinking that possibly we might adopt one which would make a more effective warning to traffic approaching railroad crossings. It was found that the trombone whistle now in use could not be improved upon as a warning whistle, considering the air pressure available.

Further tests and checks revealed the fact that some Motormen are not sounding the whistle for all road crossings, and that some make a brief crossing signal at the whistling post and then approach the crossing with no further warning. Such a practice must burden the Motorman with the responsibility for an accident which may occur because the auto driver has not heard the whistle.

The Central Safety Committee is on record as recommending that a second crossing be sounded as the car approaches the crossing and lasting until it is upon the roadway. This will give the motorist every chance to hear the warning and will undoubtedly assist in reducing the crossing accidents of which so many have occurred recently. Many Motormen are doing this now. It should be **unanimous**.

Use the whistle from whistling post to crossing.

Ring the bell where whistle may not be sounded because of restrictions.

Observe speed restrictions where they are in force.

Thus, cut down accidents for which you might be held responsible.

RECENT changes in names of stops in the Bell-Maywood District have caused considerable confusion to passengers as well as Conductors, who can be of great assistance by explaining to patrons the exact location of the two localities with reference to the different stops," writes F. C. Patton, Traveling Passenger Agent, Southern Division. "For instance, the Bell postoffice, banks, stores, etc., in fact, practically the entire business district of Bell lies along Baker Avenue directly south of the present Bell (Gifford Avenue) stop. The business district of Maywood lies along Slauson Avenue, directly north of the

present Cudahy Avenue stop. It is practically a half mile from Maywood Avenue to Bell (Gifford Avenue) and a half mile from Bell (Gifford Avenue) to Cudahy Avenue.

"The practice of conductors carrying the holder of a Maywood Avenue ticket to the next stop, at Bell (Gifford Avenue) without the collection of additional fare simply makes it more difficult for himself and other conductors, as the passenger naturally feels that if he is carried beyond the point to which he pays his fare on the outbound trip, he is certainly entitled to the same treatment on the return trip. The inbound conductor has an almost impossible task to show the passenger that he must collect the additional fare.

"Conductors should realize that they are practically in the same position as a clerk in a store, and to allow passengers to ride to a point beyond which fare has been paid is in one sense the same as a clerk giving a purchaser a yard and a half of goods when only one yard has been paid for.

"Local San Pedro transfers must not be issued to holders of any class of interurban tickets reading to San Pedro. The only passengers in San Pedro who are entitled to local transfers to Outer Harbor, Point Firmin or La Rambla local lines are those boarding car within local 6c fare limits of Wilmington and San Pedro which lies south of Thenard on the San Pedro Dominguez Line and west of East Wilmington on the Long Beach-San Pedro Line.

"Complete instructions for the proper

STOP CARS ON APPROACH OF FIRE APPARATUS AND AMBULANCES

WHILE commonly understood and observed, the rule concerning Trainmen coming to a stop when fire department vehicles, ambulances or police patrols are seen or heard approaching, it will not be amiss to emphasize its importance and necessity.

Such vehicles are on errands in which the loss of human life may be hanging by seconds, and aside from the necessity of safe-guarding our own passengers, it is the duty to our fellow man to expedite in every manner possible the rapid movement of such vehicles. This can be done by immediately coming to a stop.

The law gives to these vehicles absolute right of way and Trainmen should keep a watchful eye for such emergency, especially in the down-town district where the greatest possibility of serious accident and impediment exists.

handling of both forms of cash coupon tickets are now carried on Page 4 of the conductors tariff. Several cases have occurred lately where conductors have accepted S. P. or U. S. Railroad Administration scrip for ticket on the Pacific Electric. This is in error, as Pacific Electric cash coupons, Forms CC3 and CC4, are the only forms of cash coupons or scrip honored on this Company's lines."

UNDoubtedly all of us have learned the hard lessons resulting from failure of being on time. The world moves on regardless of the laggard and one who expects to accomplish anything at all must "toe the mark" at all times.

Efficient transportation in the estimation of the traveling public is that which carries them to their destination quickly and on time. If the men in charge of a train do not perform their duties conscientiously and efficiently the train will fail to keep on its schedule, and when it is late it falls out of its proper place, resulting in unequal distribution of passengers, which causes further delays.

Although delays in many instances are due to other causes, quite a number can be eliminated by just a little extra effort on the part of Trainmen in charge.

Employees, in the train service particularly, fully realize the necessity of being on time. A train cannot wait for a trainman who is late and it is necessary to bring the failure to his attention in a manner that will prevent a recurrence.

To be on time or a little before the other fellow in any human endeavor gives one an added advantage, as procrastination robs one of the necessary time for the proper preparation of the successful accomplishment of any work.

HERE are two items of timely interest to Conductors submitted by C. E. Morlan, Traveling Passenger Agent:

"Round trip summer excursion tickets will be sold from all Northern Division regular agency stations for use on Saturdays and Sundays until September 16th. Under some conditions that were effective last year it is expected that a great many of these excursion tickets will be purchased and used for the round trip to Los Angeles. When the return portion of such tickets are presented for transportation from Los Angeles to the original starting point, with coupons attached reading between Los Angeles and the beach, the latter coupons should be lifted with the first (or final) coupon necessary for passenger's return trip.

"Occasionally a case comes to attention where a Conductor refuses to honor Government request for transportation reading between points on the lines of this Company. Full instructions governing this matter are now carried on page 4-B of Local Passenger Tariff No. 817."

HAPPY CLUB OF EMPLOYEES' FAMILIES AT POMONA

Strong bonds of friendship and many pleasant gatherings have resulted from the existence of the Social Club of Pomona, an organization of wives, mothers, sisters and daughters of Pacific Electric employees residing in and near that city. The activities of this little club have been carried on with glowing success since 1915. It has served as a welcoming host to the families of new employees going to Pomona and because of its existence and the many friendships it has established, the social diversion of its members has been supplied to the fullest extent.

There are twenty-two members in this Club and meetings are held in their homes, each taking her turn at entertaining. Games, contests, luncheons, dancing and cards are some of the forms of diversion indulged in. During the summer, picnic suppers are enjoyed once a month at which time the husbands and families are entertained. Once a year a short trip is planned to some point on the Pacific Electric, pass privileges being enjoyed, thereby curtailing the expense. Last year it was an Orpheum party, this year Mt. Lowe and next year they are planning a trip to Cataline Island. The object of the Club is to promote friendliness and sociability among the families of employees, and particularly to welcome new people coming to Pomona as employees of the Pacific Electric.

Many social affairs have been planned by the Club for the coming summer. At the time the officers were elected for the season 1923-24 at the home of Mrs. A. M. Weigle, early in May, a delightful entertainment was arranged for the members present. Her beautiful home was quite picturesque with the decorations of Scotch broom blossoms and calendulas. At the business meeting Mrs. W. B. Foote was elected to take the place of Mrs. J. T. Ashcraft, the retiring President. Other officers elected were Mrs. A. J. Miller, Vice President; Mrs. Ray Hamilton, Recording Secretary and Press Reporter; and Mrs. E. W. Arnold, Treasurer.

On June 5th many of the Club members spent a joyous day on Mt. Lowe. The weather was ideal for hiking and, after having a delicious lunch at Alpine Tavern, some of the members of the party whiled away the time exploring the nooks and dells in the vicinity of the Tavern. Evening came too quickly, however, upon reaching home again, everyone pronounced it the end of a perfect day.

"Socialibility and enjoyment, throughout the year" seems to be the slogan, and the example and success of this P. E. Social Club of Pomona might well be emulated by the families of employees at other outside terminals.

Relation of Coasting to Power

Data Reveals that Coasting by Motormen is Reflected in Power Meter

By A. F. PABST,
Terminal Foreman, Macy St.

COASTING and economy are synonymous terms, especially when applied to electric railway operation. First, it must be understood that the ultimate object in coasting is not only the high percentage of individual or collective records, but the savings in power that results in these high averages. Saving power, means lower cost of operation, hence economy.

Every large utility corporation is trying to meet certain deficiencies, which are caused by higher cost of material and higher cost of operation, without a corresponding increase in rates and revenues. Various methods are employed, some of which might take away the efficiency of an organization or cause hardships among the employees. But here is one way that will effect great economy and can be made practical by your own individual efforts.

We are all working for the same result and that is for our own betterment and prosperity. Our own prosperity depends upon the prosperity of the company by whom we are employed. Therefore, we are working for the prosperity of the Pacific Electric. So now, figure in your coasting, that while you are boosting your own individual record, you are also economizing for your employer.

A Mistaken Idea

A few trainmen have the idea that so much power is pulled through the wire all of the time, regardless of whether they are coasting or not. This is wrong. If you left all the lights burning in your home, your bill would amount to considerable more than it would if a little greater care were taken in the use of the push button. In the same manner, the power bill for the Pacific Electric would amount to considerable more, if you did not do judicious coasting.

Judicious coasting does not mean sacrifice of schedule or safety. Nor would certain cases, such as throwing on and off power on an up-grade repeatedly, allowing the car to come almost to a stop each time, be considered as judicious coasting, for the reason that the first pull on the power is the heaviest, and after the car has gained momentum, the number of amperes pulled diminishes. But throwing off power on an up grade after it has gained momentum and then wrapping it up again before it has reduced speed too slowly, would be considered judicious coasting.

Every moving object has so much stored up energy. This is called momentum. On a down grade there is a certain point in speed reached, where if the power is still applied, it will serve to make generators out of

the motors and make the car work against itself. So after a certain speed has been reached even for speed alone, it would serve best to throw off the power. Measure your distance carefully.

Studied Coasting Conditions

Perhaps the ideal method of coasting could best be illustrated by one of our old motormen. Every day he would report in his various savings, such as, "Well, I made fifty feet more coasting at Irvindale today," or "I found that I could shut off seventy feet sooner on Wilmar hill and coast as far as I did before." He studied his ground and found out where he could improve, even for small distances.

By definite experiments it has been determined that 1% of coasting is equal to 1% of power saved. Therefore 30% of coasting means 30% saving in power. When you begin to figure that the power bill runs into the hundreds of thousands of dollars each year, then you can imagine the saving that 30% coasting would make.

Proof of Possible Results

When coasting clocks were first placed on the Glendale cars the first two weeks showed a decrease of approximately 15% in power consumption as revealed by the meter readings at Ivanhoe substation, which plainly indicates the direct relation between coasting and power saving.

Some trainmen do not take the coasting item seriously. Some may be indifferent. Others think that it is foolishness. Anything that represents a saving, running high up in the thousands of dollars, is not to be considered as foolishness. It is a valuable item to the Pacific Electric and must be taken as such.

It is natural for every one to wish to have a high coasting record. Yet it is almost impossible for all to have the same percentage. Some runs, especially the split runs that work during the peak of the morning and evening, cannot be expected to show as high a percentage of coasting as the straight runs. Also, some day runs are not expected to coast as much as the average night run, on account of heavier traffic to fight. But, every Motorman should coast as much as possible, keeping in mind that it is as much a part of your work as anything else that is required.

While the ultimate object is the saving of power, still individual coasting records are to be, and may be considered as a mark in the rating of every man's ability, just the same as any other meritorious service.

For the benefit of some men who do

not understand, all delays of 3 minutes or more should be recorded on your coasting slip, such as—1st trip delayed 6 min. by frt. Aliso & Alameda—2nd trip delayed 5 min. acct. U. S. Mail—6th trip delayed 10 min. acct. low power. Then all of the delays are discounted from the total trip, boosting the coasting average to what it would have been, if there had been no delay.

Now, let us look this coasting economy squarely in the face, as it is a matter of dollars and cents to our Company. Coast judiciously. A job that is worth having, is worth all of our best efforts.

MR. PONTIUS PRAISES WORK OF P. E. CLUB CHORUS

At the last meeting of the Pacific Electric Chorus on Monday, June 25th, Mr. Pontius was present and praised very highly the work that is being done by the Chorus. In his encouraging remarks he gave expression to the fact that he was heartily in favor with the movement and that all who could possibly do so should avail themselves of the opportunity to become members. He joined the others in singing a number of the selections.

Membership in the Chorus is extended to all employees, their wives, and grown-up children. No fees are charged for membership. Meetings are held every Monday night in the Auditorium of the Pacific Electric Club at 8 o'clock.

Melody, harmony, lyrics, sonatas and such musical terms are discussed freely by members of the Pacific Electric Chorus at their rehearsals, but on Monday June 18th they enjoyed a monthly "get-together-night" at the Pacific Electric Club where the favorite songs were sung more for pleasure than for practice. Everyone enjoyed the musical feature, after which they were treated to bounteous helpings of cake and coffee.

EMPLOYEES IN HOSPITAL

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

G. T. Coltrane, Brakeman; H. O. Spiva, Motorman; H. Gerlach, Motorman; Thos Regan, Switch Repairer; James Richardson, Mechanical Dept.; L. W. Woodbury, Conductor; Wm. McNutt, Janitor P. E. Bldg.; Mrs. Iva Clark, Mechanical Dept.; Lyle P. Smith, Conductor; S. P. Lewis, Mechanical Dept.; Howard Burton, Mechanical Dept.

Friends are urged to call on them and offer such cheer and sympathy as may be possible.

Teacher—"How many seasons are there?"

Ikey—"Two! Busy and du'l."—Right Way Mag.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee, Pacific Electric Club, was held Wednesday, June 6, 1923, at 2:15 p. m. The following members were absent: D. W. Layne, B. C. Chase, S. A. Bishop, L. F. Foegle, R. Ross, E. S. Donaldson, A. J. Guercio, H. C. Ward, L. J. McGrath, L. A. Lovell, R. M. Hyde, C. Thorburn, C. V. Smith, J. G. Rovai.

Mr. Vickrey read the Manager's report for the month past as follows:

REPORT OF MANAGER

Club Fund
Balance, May 1, 1923.....\$2095.10
Receipts 1074.25

Total 3169.35
Expenses 2766.53

Balance, May 31, 1923.....\$ 402.82

Relief Fund

Balance, May 1, 1923\$ 451.77
Receipts 693.50

Total 1145.27
Paid Out 715.68

Balance, May 31, 1923\$ 429.59

Unfinished Business

Mr. Vickrey stated that no order had been placed for the Club emblems authorized at the last meeting, due to the failure of the salesman to call as expected, but that he was taking the matter up direct with the factory.

A letter of thanks from the Super-

CLUB MOVIE PROGRAM

Friday, July 6:

Main feature: "The 'Nth Commandment."
Comedy: Harold Lloyd in "Soft Money."

Friday, July 13:

Main feature: Thomas Meighan in "The Ne'r-Do-Well."
Hal Roach Comedy, "Fair Week."

Friday, July 20:

Main feature: Jack Holt in "Making a Man."
Comedy: Hal Roach, "Our Gang," and "Hated Rivals."

Friday, July 27:

Main feature, the Cosmo production, "Go Getters."
Comedy: "The Noon Whistle."

Friday, August 3:

Main feature: Wm. de Mille's "Only 38."
Comedy: "365 Days."

Friday, August 10:

Main feature: Allan Dwan in "Glimpses of the Moon."
Comedy: "For Rent, Haunted."

intendent of the California Children's Home Society for the \$12 contribution authorized by the last Committee meeting, was presented and read.

Mr. Vickrey stated that he had taken up the lavatory situation at Burbank with Mr. Annable, and that Mr. White was investigating and would report in time for the next meeting.

New Business

The matter of discontinuing the weekly dances and movie shows during July and August was discussed. It was the consensus of opinion that the dances should be discontinued but that the movie shows go on throughout the summer, and upon motion it was so ordered.

Upon Mr. Vickrey's calling attention to the fact that the usual time for the Executive Committee Meeting would fall on July 4th, the coming month, it was ordered that the next meeting go over until July 11th.

At the suggestion of Mr. Vickrey, the President called for expressions from the Committee on the holding of the annual picnic. After some discussion, Saturday, August 25th. was chosen, as the date for the picnic, which is to be held, as in the past, at Redondo Beach. In order to release the clerical forces for picnic day, pay day will be advanced to August 24th.

Upon motion, nominations were received for President of the Picnic Committee, and the nominations having been put to a rising vote. Mr. Vickrey was declared unanimously elected. As head of the Picnic Committee it will be Mr. Vickrey's duty to name the members of the various committees through which the picnic festivities are handled. These appointments will have Mr. Vickrey's immediate attention, so that necessary arrangements can go forward without delay.

It was reported that, for sanitary reasons, the men both at Venice and at Burbank would appreciate removal of the telephone booths in use at these points, and the re-installation of the boxes formerly in use. Mr. Vickrey promised to see what could be done toward remedying the present situation.

Conditions at the 6th and Los Angeles Yards were reported to need attention. Mr. Vickrey stated that Mr. Annable was about to take action to provide more toilet facilities and additional space in the wash room, and that other improvements were in contemplation.

P. E. CLUB BULLETIN

Wednesday, July 11:

P. E. Club Executive Committee meeting at 2 p. m.
Operating Staff meeting at 10 a. m.
Rod and Gun Club meeting at 8 p. m.

Friday, July 13:
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, July 16:
P. E. Band Rehearsal, 8 p. m.
P. E. Chorus Rehearsal, 8 p. m.

Tuesday, July 17:
Northern Division Safety Committee meeting at 2 p. m.

Friday, July 20:
General Staff meeting in Assembly Hall at 10 a. m.
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, July 23:
P. E. Band Rehearsal, 8 p. m.
P. E. Chorus Rehearsal, 8 p. m.

Friday, July 27:
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, July 30:
P. E. Band Rehearsal, 8 p. m.
P. E. Chorus Rehearsal, 8 p. m.

Wednesday, August 1:
P. E. Club Executive Committee meets at 2 p. m.

Friday, August 3:
Regular Movie Show in Auditorium at 7:45 p. m.

Tuesday, August 7:
Southern Division Safety Committee meets at 2 p. m.

Wednesday, August 8:
Operating Staff meeting at 10 a. m.
Rod and Gun Club meets at 8 p. m.

Thursday, August 9:
Western Division Safety Committee meets at 2 p. m.

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

SAFETY COMMITTEE CHOSEN

Below is noted the names of Trainmen selected to serve on the Divisional Safety Committees during the months of July, August and September:

Northern Division

P. W. Hayes, Conductor; J. P. Rowan, Motorman; Frank Hume, Motorman; F. C. Osgood, Conductor; L. W. Gosnell, Conductor; H. E. Draper, Motorman.

Western Division

T. O. Cunha, Conductor; R. E. Burkett, Conductor; J. G. Center, Brakeman; G. H. Ogden, Motorman; R. M. Woolverton, Motorman; S. L. McCarthy, Motorman.

Southern Division

F. S. Robey, Conductor; B. M. Gilliam, Motorman; A. W. Ross, Conductor; E. A. Mayhew, Motorman; F. J. Haag, Conductor; J. R. Radcliffe, Motorman.

Meeting of these Committees are held at frequent intervals and intensive thought is given to such practices and conditions as may be deemed unsafe and hazardous to the end that same may be corrected. The cooperation of all is solicited in calling to attention any possible improvement in safety of operation.

Soothing the Cop

Policeman: "Didn't you hear me call you to stop?"

Driver: "I didn't know it was you. I thought it was some one I'd run over."

BULK OF TRAFFIC CARRIED BY ELECTRIC RAILWAYS

Despite the continually increasing sale of automobiles, surveys made a short time ago in several Pacific Coast cities indicate that by far the greatest portion of the public use the electric railways in every day life. The checks also divulged some interesting data on the relative number of passengers carried. The following report of the survey appeared in the Electric Railway Journal:

"The Pacific Railways Advertising Company recently conducted an investigation to determine the average use of passenger automobiles and street cars. On Saturday, November 4, 1922, investigators at principal street intersections in the cities of Seattle, Portland, San Francisco, Oakland and Los Angeles checked 4,101 automobiles, carrying a total of 6,730 passengers. This is but 1.64 passengers per automobile. The street cars carried 700 revenue passengers a day, on the average. Ten street cars

would, therefore, transport 7,000 people a day, which is more than is carried by 4,101 automobiles with the average load.

"With the exception of Portland, Ore., more than half the automobiles checked carried the driver only. In Portland and Los Angeles approximately 80 per cent carried but two persons, while in San Francisco, Oakland and Seattle approximately 90 per cent of the automobiles carried two persons.

"The investigation also developed that only 50 per cent of the owners of pleasure automobiles use them daily for business purposes. Only 18 per cent of the women of the family use them for shopping purposes, while 39 per cent of the men owning pleasure automobiles use the street cars twice a day going back and forth between their homes and their offices and 13 per cent use the street cars most of the time. Of the women owning automobiles, 50 per cent use the street cars from three times a week to as often as twice a day."

WITNESSES PER ACCIDENT

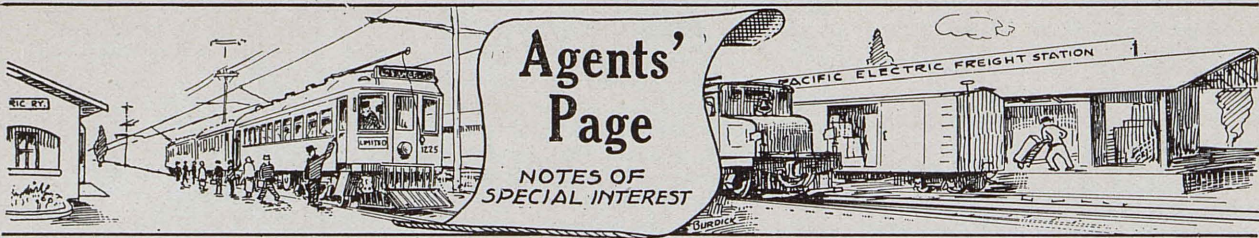
The following statement shows number of accidents and number of witnesses per accident during month of June, 1923:

Division	Number of Accidents		Average number witnesses per accident		Accidents with no witnesses				
	1922	1923	1922	1923	Mar.	Apr.	'23	May	June
Northern	147	179	4.13	6.9	14	8	17	16	
Southern	123	193	5.42	5.2	24	35	34	37	
Western	207	282	4.52	5.7	15	28	33	19	
P. E. Land Co.	...	21	....	3.0	..	..	..	2	
System	477	675	4.69	5.8	53	71	84	74	

Division	1922						1923					
	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June
Northern	4.8	4.5	5.3	5.4	5.4	5.6	5.4	6.7	6.7	6.8	7.0	6.9
Southern	5.4	4.9	4.4	6.0	5.6	5.8	5.1	4.9	5.2	5.1	5.8	5.2
Western	4.8	5.2	4.2	5.5	5.7	5.0	5.2	5.7	5.5	5.8	5.9	5.7
P.E. Lnd Co.	..	..	..	..	..	..	..	..	..	..	..	5.8
System	5.0	4.9	4.6	5.6	5.5	5.4	5.2	5.7	5.8	5.9	6.2	5.8



A cozy corner in the club rooms of the P. E. Rod and Gun Club.



FREIGHT TRAFFIC NOTES
By T. G. Olliffe

Due to the acute cement situation it has been made necessary to establish commodity rates on cement from points in Texas to Southern California, as well as to publish rates to take care of the movement from the port to various points on our line, as there are at this time over 50,000 tons of cement moving from Sweden to take care of the present shortage.

Publication was recently made to provide for the movement of iron and steel articles from San Pedro, Wilmington to Los Angeles.

The minimum weight on shipment of newsprint paper was reduced recently to meet competition with other lines from the port to San Bernardino.

If you know of an instance where Pacific Electric rates are out of line with other roads to competitive points, write to the Freight Traffic Department and let us know so that we can investigate and place our rates on a parity where conditions justify.

T. F. Mason, Agent at Wilmington, has resigned from the service to enter the real estate business at Wilmington with the Taft Realty Co. Our very best wishes are extended to Mr. Mason in his new field of work.

He is succeeded by Mr. P. H. Mann, who was assistant at Wilmington. Mr. Mann was formerly terminal agent at Los Angeles, from which position he resigned to become traveling freight agent for the Pacific S. S. Co. Some time ago he returned to the service as assistant agent at Wilmington. Mr. Mann has had a broad experience in import and export work and is well qualified for the position to which he was appointed.

RAILROAD EFFICIENCY CUTS OPERATING COSTS

Within the last two years the railroads have reduced their operating expenses \$70,000,000 a month and in the first two months of this year they were \$48,000,000 less than in the same months of 1920, under government operations, although the railroads this year are paying higher average wages, higher prices for coal and hauling more business than under government control. These figures have just been made public in an editorial of the current issue of the "Railway Age" replying to criticism of efficiency of private operation of railways voiced by Senator James Couzens of Michigan.

Rate Making Basic Principles

The Making of Equitable Freight Rates Involves Many Difficult Problems

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

THE transportation of freight by common carriers is what we refer to as Freight Traffic. This, of course, includes handling, switching and other incidentals that must be performed by the carriers in transporting freight from a given origin to a destination. From this develops the structure of rates, rules and regulations for the handling of such traffic throughout the country. These rates, rules and regulations are published by the individual roads and their representatives, known as traffic publishing agents.

The rates and rules affecting the individual road local rates and are published by them, while the joint rates, generally speaking, are published by the Agents upon instructions from the interested carriers. The issues containing these rates, rules and regulations are commonly referred to as Tariffs. They become legal tariffs when they are properly published, filed and accepted by the various Commissions under whose jurisdiction the rates and regulations contained therein are governed. On interstate traffic, that is traffic moving from one state to another, or traffic that does not move wholly within one state as a through movement, the tariffs must be filed with the Interstate Commerce Commission, and where the tariff applies on state traffic it must be filed with the Commission of that state. These issues are published according to rules and regulations prescribed by the Interstate and various State Commissions, but their form of publication will not be gone into at this time.

Need of Classification

Naturally the conditions existing in one part of the United States do not predominate in another and as rates and regulations are made to meet traffic conditions, which are brought about by going industries, agricultural development, products coming from the ground, such as coal, ore and petroleum, the manufacture of forest products and all the special privileges and transit regulations that must be granted to foster the development and movement of all these commodities, the United States is divided into three general territories. These are

known as the Western, Southern and Official Classification and the rating of commodities so arranged to take care in a general way of the conditions that exist in the various classification territories. These ratings and general rules governing the transportation of freight of all kinds are published in the Consolidated Freight Classification.

Generally speaking, Western Classification territory embodies that part of the United States west of Lake Michigan, the state of Indiana and the Mississippi River; Southern Classification includes the territory south of the Ohio River and the Norfolk and Western Railroad from Kenova, W. Va., to Norfolk, Va., and west of the Mississippi River. Official Classification Territory takes up the remaining portion of the United States. These three classification territories are also sub-divided mostly for the purpose of rate making, forming Tariff Bureaus and establishing Rate Committees. The Tariff Bureaus are formed and controlled by the various carriers operating in that particular territory and the lines are known as member lines of each bureau as the case may be. The operation of these bureaus is in the publication of tariffs containing rates applying between the member lines. Western Classification Territory is sub-divided into Western Trunk Line, Southwestern, Tariff Committee and Transcontinental Freight Bureau Territories, which embody the Pacific Freight Tariff Bureau and the North Pacific Coast Freight Bureau. The sub-divisions of the Southern and Official Classification Territories are of little importance to us, so I will not attempt to define them.

Classes of Rates

Rates are divided into the two general classes, that is Class Rates and Commodity Rates. There are, of course, mileage class rates and mileage commodity rates, which are based strictly on distance, but they fall under the general heading of class rates and commodity rates. The application of class rates is more general, that is to say, a class rate can always be found from one point to another, either local, joint or made on combina-

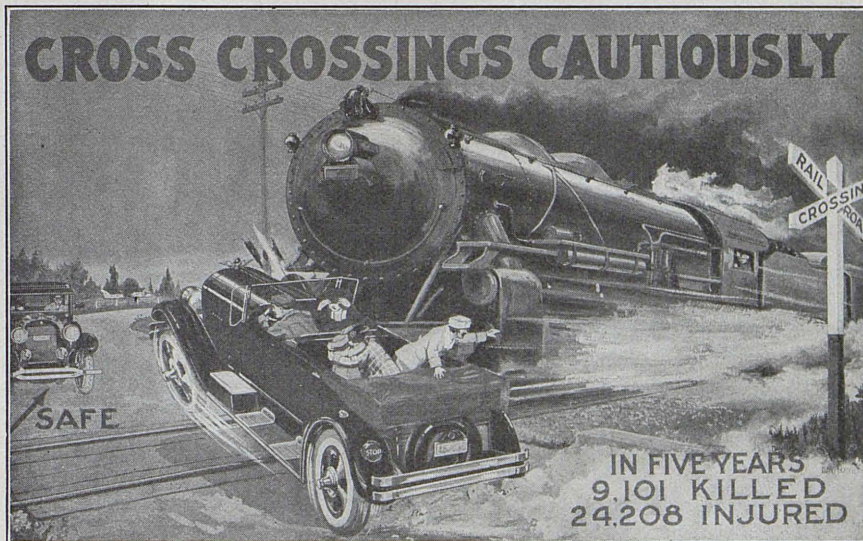
tion basis, which is the adding of two rates together. For that reason class rates can be termed as basic rates, or rates from which commodity rates are built. Commodity rates are what we might term special rates, made to meet the demands of freight traffic as they arise. They are in the main lower than Class rates. I will not attempt to analyze the application of Class and Commodity rates now.

In making a commodity rate, we must first determine the volume of movement, what rate the traffic can bear without undue burden. This feature depends mostly on the value of the commodity, its loading qualities and the volume of movement. Next the rate must be made with due relationship to other rates applying on the same commodity in the same territory for similar distances. The rates may vary to a certain extent, but there must be a reasonable relation in order to eliminate the possibility of discrimination and to meet competition, the latter being one of the greatest stimulants for freight traffic.

Basis of Rate Structure

There are many times when emergency conditions arise and the carriers are compelled to establish low rates in order to permit movement, also when carriers whose lines create the long route from one territory to another desire to meet the short, or rate making lines' rates, in order to compete for the business. Where such rates are to be established and they tend to discriminate from a comparative standpoint, and also in many cases are in violation of the long and short haul clause of the regulations of the various commissions, it is first necessary, before affecting publication, to make application to the Commission under whose jurisdiction the traffic falls and ask relief from the principles of the long and short haul clause to create the violation. The "Long and Short Haul Clause" of the Interstate Commerce Commission, known as the Fourth Section of the Act and the clause of the various state railroad commissions, is really the backbone of rate structure, as it is on the principles laid down in this clause that rate making is governed. The clause, in substance, means that it shall be unlawful for any common carrier to charge or receive any greater compensation for the transportation of freight for a shorter distance than for a longer distance over the same line or route in the same direction, the shorter being included in the longer distance, or to charge any greater compensation as a through route than the aggregate of the intermediate rates. It is, therefore, obvious that every time a rate is made consideration must be given to the requirements of the long and short haul clause, either to conform to it or seek permission to violate it.

While the level of the rate is an important factor in making rates, due consideration must at all times be given to routing where the traffic is joint. Carriers have what is known as their normal, or preferred routes, and



AUTOMOBILE registrations in California reached the huge total of 1,000,000 during May, 1923, an increase of probably 250,000 over the corresponding date last year.

The greater part of this increase represents new drivers of a motor vehicle. Without previous experience, they have not learned the necessity of the use of common care while traversing the highways, and especially while approaching and crossing railway tracks at grade, where a car or train may be expected at any moment.

These railway crossings are manifestly danger points and should be regarded as such, and failure to stop, look and listen invites disaster. At many of these crossings where highway travel is heavy or the view more or less obscured, this Company has provided automatic signals, consisting of a swinging red disc and a red light as an additional protective measure. More than 300 crossings are protected in this way, and additional installations are constantly being made.

Notwithstanding the continuous efforts on the part of the Company, involving the expenditure of many thousands of dollars annually to safeguard the crossings, the steadily increasing number of careless motor vehicle drivers who utterly fail to use ordinary care while crossing railway tracks is resulting in an alarming number of serious accidents.

We ask your cooperation in our endeavors to bring to the attention of all our citizens the necessity for autoists to exercise such ordinary and reasonable care at a railway crossing, a dangerous place, as they would observe at any other dangerous place.

gateways, it is via these routes that their revenue is more remunerative, not only because of the long haul, but because divisions are established or there is a basis for making divisions. Therefore you can readily see that routing is an important factor in the making of rates and should have serious thought, not only at the time of publication of rates, but also in the actual application of rates.

SOUTH PASADENA DISTRICT BUS SERVICE BEGINS

"Although the people on the line have not yet the bus habit, they will get it, for the bus opens up a wide stretch of country and the people cannot fail to appreciate the big, safe, low machines and the extremely courteous Conductors, who are veritable gold mines of information and friendliness."

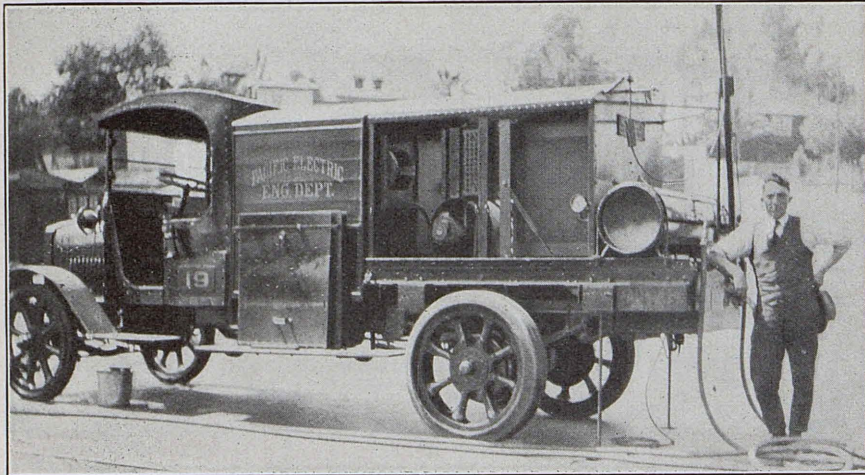
The foregoing quotation was the reaction of Miss Ruth McClintock, special writer for the Los Angeles Express who was detailed to ride the first bus operated and write her views concerning the bus service by the P. E. Land Company, between South Pasadena, Alhambra and Monterey Park on June 27th. Two busses have been detailed for this service, with an extra bus held for emergencies for both this line and the Alhambra local bus line. With the transfer privilege extended in South Pasadena from electric car to bus, or vice versa, this line gives every promise of living up to the prediction of Miss McClintock.

A six cent fare is charged within the defined 6c fare limit of South Pasadena; ten cent fare to any point between South Pasadena and Garfield Avenue and Ramona Avenue, Alhambra, and a fifteen cent fare within the city of South Pasadena and Garfield Avenue and Garvey Avenue, Monterey Park, or from one end of line to the other.

The route of the new line is as follows: Commencing at Garvey and Garfield Avenues (Monterey Park), northerly via Garfield Avenue through Ramona Park and Alhambra to Garfield Avenue and Huntington Drive (La Senda), South Pasadena; thence westerly via north side of Huntington Drive to Milan Avenue; thence northerly via Milan Avenue to Oxley Street thence easterly to Montrose Avenue; thence northerly to Mission Street; thence west to Fair Oaks Avenue.

The "courteous and informative" Conductor referred to is T. J. Keohane.

Air Tools Speed Track Repairs



IN the maintenance of its track in paved streets, the Engineering Department has for six years used pneumatic tie tamping and paving cutting tools, having found their economical advantages in reducing costs, as well as time saved when working in congested streets. The use of these pneumatic tamping and cutting machines has reduced expense of hand tamping and cutting by fifty per cent, producing better results and increasing the life of the track.

The Engineering Department has recently placed in service an Ingersoll-Rand Company Imperial type 4-tool tie tamper and paving cutter compressor which furnishes the necessary compressed air to operate the pneumatic tools used in tamping ballast and cutting out pavement. This new outfit is electrically-driven, being

direct current voltage of 500-600; motor is 20-25 h.p., with air capacity of 120 cu. ft. free air piston displacement per minute. The machine's use is confined to small track and paving overhauling jobs in the busiest and most congested sections of the city of Los Angeles where the Company operates its lines. The compressor outfit is mounted on a 2¼-ton motor truck chassis. The outfit was wired in the shops and equipped with electric lighting fixtures on both the inside and outside sections of the machine, permitting night work to be handled efficiently.

The advantage of having the machine mounted on a truck chassis is the benefits gained in quickly moving it from job to job. In mounting the machine on the truck a large cabinet was provided to store the pneumatic tools and the machine's accessories.

PASADENA "PICKINS"

By P. H. Riordan

Motorman Lee returned to work on No. 30, Oak Knoll, after having been indisposed for a long time. Among others confined on account of illness are, Conductors L. T. Smith, E. J. Bethel, Motorman Spiva and Switchman Stoufer, who is off suffering from injuries received when he was struck by an automobile some time ago.

"Once upon a time" so the story goes, there was a Conductor by the name of Schreiber who went fishing. The usual doubts were expressed by his co-workers as to his inability to catch the fish that teased around his flies, however, when he returned with a great sack full, those who ridiculed were the first to come forward for their share of the spoils. One of the fish was "that long."

Among those who are off duty at present are Motorman Crawford, who is visiting his sick mother in Texas and Motorman Claudin, who is visit-

ing his mother in the east. She is also quite ill. Motorman Ott has returned to work after a business trip north and Conductor Riordan, of Pomona, expects to go northward in July with the National Guard.

The last monthly meeting of Trainmen which was held in Pasadena was largely attended and it is gratifying to note the interest shown in the topics discussed.

Motorman Breen has returned to his old run No. 36, Mt. Lowe, after having worked for some time on another run.

Congratulations and good wishes have been extended to former Night Terminal Foreman F. C. Roberts, of Pasadena, who has been promoted to the position of Assistant Trainmaster.

Ezra Jones now lies at rest
For driving south and looking west.

At ninety miles drove reckless John;
The motor stopped, but he kept on.

Invasion of Catalina

By FRANK FARNHAM
Transportation Dept.

Saturday, June 30th, the City of Avalon was invaded by the Pacific Electric baseball team under the leadership of Manager Hill and supported by an army of between 250 and 300 loyal fans.

An extra train was provided from Los Angeles to the port where the Wilmington Transportation Company had substituted the large Steamer Avalon for a smaller boat which had been scheduled to make the trip. Reservations on the Island had been made well in advance, in fact, every detail had been carefully planned for the comfort and pleasure of the party.

Avalon, with all its Fourth of July decorations, seemed to exceed even its well known reputation for hospitality and entertainment. The elaborate display of fireworks, the band concert, the dance, the many boating trips all were thoroughly enjoyed by an appreciative crowd. Also a few members of the party landed at the Island a day in advance for a big catch of fish, but indications were the only thing they got was a sun-burn.

Sunday morning by 9:00 a.m., all roads seemed to lead inland to the ball field which lies in a pretty little valley a few blocks back from the beach. Only once before this year has a larger crowd turned out to a game on these grounds and that was when a movie star, Tom Mix, took his team to Catalina and played "in person" at first base.

With the exception of about ten minutes during the seventh inning the best game ever played on the Island was staged. Up to this disastrous point the score stood 2 to 2; then came one of those unexplainable "breaks of the game" when the most reliable player is as likely to "blow up" as is the most inexperienced beginner. In that brief ten minutes the "Cubs" put five men across the plate, which, with the class of ball being played by both teams, gave them a lead that could not be overcome in the remaining two innings.

That the "Cubs" are a wonderful ball team, is widely known and it is a tribute to our men that the Captain of the "Cubs" frankly admitted that, but for the "breaks" in the game, it looked like a defeat for them.

Too much cannot be said about the work of the star Pacific Electric Club slabsman, Wally Knox. He pitched a wonderful game of ball and but for the unlucky breaks on the part of one or two of his team mates would have scored a shut-out victory. To strike out fourteen heavy "Cub" batters is in itself a great achievement and he was given a big hand by the large crowd present. Leonard batted well and both he and Grant made several spectacular plays which brought the fans to their feet.

Kinney, the opposing pitcher performed nicely, too, and was well sup-

ported, several sensational and hair-raising plays being made which cut down the P. E. boys' chances of winning.

After the game, every one discovered that they had developed a wonderful appetite, which demanded immediate attention.

The departure of the two boats required to bring everybody home was late enough to allow for a last swim or boat ride and a tired, sun-burned, but happy crowd got back to mainland about sunset.

To those of you who could not go. "We are sorry"; to those who could have gone but did not, "It serves you right." The remark most frequently heard on the return trip was "When do we go again?"

For lack of space we cannot tell you more about the trip, but just ask someone who went and you will get an "earfull."

Engineering Dept. Notes

By A. J. Guercio

An additional unit of 8 tracks is being installed in the new Butte St. Yards, totaling approximately 14,540 lineal ft. of trackage. This new yard layout will include wheel storage service tracks, mechanical department building, store building, casting and forging platform, lumber shed, oil house, sand house, oxyacetylene storage and meter inspection work shops, yard foreman's office building, inspection pits and air lines.

These improvements are an urgent necessity due to increase in Harbor traffic, to relieve congestion in 8th street yards and to enlarge the interchange facilities with the Southern Pacific Company, U. P. System and the Santa Fe and to relieve Alameda Street of the present heavy freight traffic by handling traffic via U. P. tracks to the River Station yards.

The West Basin line on "B" Street, Wilmington is undergoing reconstruction, involving approximately 1,700 ft. of double track. This work includes renewing 70 pound rail with 75 pound, placing treated ties, repaving with 5-inch oil macadam to place track in condition for handling heavy oil shipments and to permit the operation of local passenger service.

495 ft. of spur tracks are being installed at the new electrical department yards at Washington St. and Long Beach Ave. for the storage of line cars, portable substations, and the handling of the electrical department's material.

Passing siding has been completed at Dominguez off the inbound track on the Long Beach line. This track is approximately 2,000 ft. in length and will accommodate 41 cars and was placed to eliminate delays to passenger traffic which may develop due to



Too much cannot be said, about the necessity of obtaining as many witness cards as possible for every accident, regardless of the magnitude or smallness of it. So many passengers say I did not see it and are passed up as poor witnesses, when sometimes their testimony will help immensely. This was demonstrated on an accident that occurred recently, when no passenger witnessed the accident, but the very fact that they could say that the car had made no stop, aided our case. Sometimes weather conditions, or other elements, not directly concerned with the accident, have a bearing on the case, and for such reasons it is best to get as many passengers and pedestrians as possible to sign the witness cards. This will aid our legal department very much. In connection with this feature, it is gratifying to see that the Northern Division heads the list with the largest average number of witness cards per accident, our average being 6.7%.

While visiting friends at El Sereno, the writer was the recipient of one of the finest and most sincere compliments that could have been given. The lady, a regular patron, told about the fine appearance of the trainmen of the Pacific Electric and said that she had never seen men of such fine appearance or with so much courtesy as those working on that line. This was not a casual boquet, but was a sincere compliment.

It shows that the public is not only taking notice of our courtesy, but also of our general appearance.

the heavy freight traffic from the Harbor.

Two double track narrow gage off double track combination gage turnouts at 5th and San Pedro streets and one at 4th and San Pedro Street are being removed due to the same being worn beyond repair and are no longer required owing to the rerouting of the L. A. Railway cars.

Robert Elmer Humphreys, C. E. has bid good bye to the tottering ranks of the bachelor army when on June 9th he wedded pretty Nancy Lucile Gum. The ceremony took place at the home of the bride's parents in Burbank and a charming wedding breakfast was served at the Sunset Country Club, after which the young couple motored to Big Bear, occupying the Jack Lankershim retreat for a two week's honeymoon. Mr. and Mrs. Humphreys are now at home at 405 West Oak Ave., Glendale, where the latch key hangs in the mail box and their large circle of friends will always be welcome.

Perhaps while mentioning bits of news, it would be well to mention some of the high coasting records, of men from this Terminal. H. S. Dowding heads the list, with the high average of 43.9%. C. G. Broman and T. Harrison lead on the South Pasadena line with the good records of 34% and 33.8%, respectively.

Next comes W. Carpenter with a 32.8% on Sierra Vista, closely followed by E. J. Fray and O. B. Briggs with 31.6 and 31.4% on the hard San Gabriel line. H. Clark with 31.6 and 31.4%. Of the extra runs, J. T. Wilkinson leads with 31.4%. Space will not permit many other good records to be mentioned on this page.

Bump! Bump! Bump!

C. C. Buckley bumps Clyde Moore on 3:05 p. m. freight.

Moore bumps C. H. Colley on No. 137.

Colley bumps J. M. Kemp on No. 149.

Kemp bumps Wm. Still on No. 139.

Still bumps J. W. McDonald on No. 147.

McDonald takes the board.

C. R. Moore bumps C. W. Hardman on 4:30 a. m.

Hardman bumps A. W. Callies on Supply Car.

Callies bumps H. E. Truitt on No. 86

Truitt bumps W. M. Jagoe on No. 98. Jagoe takes the board.

A. H. Logue, for several years Dispatcher on the North, has forsaken the board for the road. Logue bid in Run 96, the San Bernardino Express.

ANOTHER VETERAN CALLED

Hugh F. Austin, long associated with the Bridge and Building division of the Engineering Department passed to the long rest on June 24th, 1923.

"Dad," as he was affectionately called, was struck down by an automobile at the corner of 6th and Main Sts., while on his way home from work on Monday, June 18th, 1923, and received injuries which later caused his death.

Mr. Austin entered the service of Pacific Electric Railway Company on June 28th, 1907 and record shows sixteen years, four months and twenty-six days of unbroken, faithful service. The large attendance and the many flowers at the funeral testified to the many friends which "Dad" left behind and we all join in expressing our heartfelt sympathy to Mrs. Austin.

Some Cow

Harry Mahan has bought a cow and is now supplying his neighbors with butter and fresh eggs.—From an Illinois Small City Daily.

ACCOUNTING DEPT. NOTES

By Don Goldsworthy

At an early date in July the handling of Store Accounts will be transferred to the Store Dept. at Torrance. The specific work transferred will be the handling and pricing of various forms covering material issued and released from stock, the store orders (record of material in course of manufacture), the sale orders (record of material sold) and the making of vouchers, covering payment for materials. This change will necessitate the transfer of price clerks, store order clerk, two comptometer operators and typist to handle.

Charles Stuart of the Freight Bureau has left the service to work in the Buick Agency in his home town of Glendale. Miss Ethel Goldsworthy, of the Conductors Accounts Bureau, has left for a position in Santa Monica. Mr. Knoche, Assistant Chief Clerk of the Freight Bureau, left to take a position at Fresno, Mr. Matherson taking his position here, a general move-up being made.

Mr. A. D. McDonald, Vice-Pres. & Comptroller of the Southern Pacific Company recently visited this office. He greeted several of the old employees whom he knew when he was Auditor here.

Vacation time took a heavy toll in the last month, the following having taken advantage of their annual two weeks, either in part or in full:

F. J. Ogden—at home.
Miss N. Comer—Denver.
Miss E. Comontofski—Long Beach.
Miss A. Pieratt—Tulare.
Miss Grace Ehlers and sister Alice—Yosemite.
R. G. Jones—Portland, Seattle and Vancouver.
Mr. Gilbert—last heard of at Portland.
Miss Katherine Fox—San Diego.
Miss L. Dow—Fresno and Big Bear.
Miss Anna Beseman—New York and way points.
Miss Polhemus—at home.
Mr. and Mrs. Moyer—Portland the main objective.
Mrs. M. McDermott—a couple more days at home.
Miss Quigley—Yellowstone.
Mr. Williamson—at home.

Sincere sympathy is extended to Mike Levin on account of the death of his brother, M. F. Levin, who was knocked under train by motorist at Vernon and Long Beach Avenue on June 30th which resulted in his death.

Miss Mabel Herdy is a late addition to the Comptometer Bureau; while Miss Hazel Hammel, after a lot of thinking it over, turned up with bobbed hair.

Asking Too Much

Prexy: "Let me try on the suit in the window, my good man."

Clerk: "Sorry, sir, but you'll have to use the dressing-room."—Selected.



"Success"

It's the coward who quits to misfortune,
And the knave who changes around each day;
It's the fool who wins half his battle
And then throws all his chances away.

There is little in life but labor,
And tomorrow may find that only a dream;
Success is the bride of Endeavor,
And Luck—that's but a meteor's gleam;

Great Expectations

Conductor No. 1004 in charge of an afternoon train out of Washington for New York, was ready to start, with several carloads of passengers, including a number of congressmen.

"All right back there?" he called, standing near the front of the train.

"Hold on, boss!" bawled a feminine voice, "wait till ah gets mah clothes on!"

Six carfuls of passengers thrust their heads out of windows and craned their necks expectantly. They saw a negro mammy struggling on with a basket of laundry.—Boston Globe.

Ships and Shipments

Little Johnny was seeking information from his father.

"Father," he asked, "freight is goods that are sent by water or land, isn't it?"

"That's right, son."
"Well then, why is it that the freight that goes by ship is called a cargo, and when it goes by car it is called a shipment?"

And then Johnny wondered why father put on his hat and sauntered outside to get the air.—Everybody's Magazine.

A Matter of Spelling

"Bill," said a sailor looking up from his writing, "do you spell 'sense' with a 'c' or an 's'?"

"That depends," replied his friend. "Do you refer to cents, meaning money, or sense, meaning brains?"

"Aw I don't mean either of them two," was the reply. "What I want to say is 'I ain't seen him sense.'"—Santa Fe Mag.

Bad Case

A psychiatric board was testing the mentality of a negro soldier.

"Do you ever hear voices without being able to tell who is speaking or where the sound comes from?"

"Yes suh," answered the negro.

"And when does this occur?"
"When I'se talkin over de telephone."—Christian Evangelist.

Salt

A little salt will clear a smoky fire.

A pinch of salt will add flavor to the coffee.

A gargle of salt and water is splendid for sore throat.

An occasional rubbing of salt into the scalp will prevent hair from falling.

A solution of salt and water inhaled is a cure for a bad cold in the head.

Salt thrown on soot on the carpet will take up the grease without leaving a stain.

Salt added to the water in the vase containing cut flowers will keep them alive longer.

By filling the mouth with salt and water, hemorrhages from tooth pulling may be stopped.

Horrors!

An Irishman coming out of ether in the word after an operation exclaimed audibly:

"Thank God That's over!"

"Don't be too sure," said the man in the next bed. "They left a sponge in me and had to cut me open again." And the patient on the other side said, "Why, they had to open me, too, to find one of their instruments."

Just then the surgeon who had operated on the Irishman stuck his head in the door and yelled, "Has anybody seen my hat?"

Pat fainted.—Exchange.

FOUND: A lady's leather handbag, left in my Ford car while parked on Park Avenue, two weeks ago. Owner can have same by calling at my office, proving the property and paying for this ad. (If she will explain to my wife that I had nothing to do with its being there, I will pay for the ad myself.—47-X.)—Idaho Falls Register.

The Drawbacks of Religion

A colored woman consulted the village lawyer.

"Ah want to divo'ce mah husband," she said.

"What's the trouble?" asked the lawyer.

"That nigger's done gone and got religion, and we ain't seen a chicken on the table foh two weeks."—Progressive Grocer.

Snuff

Professor—"What is the penalty for bigamy?"

Student—"Two mothers-in-law."—Exchange.

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

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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
 APRIL 30, 1923.

ASSETS

Loans and Discounts	\$28,833,905.78	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	4,558,081.06	
Other Bonds, Stocks and Securities	1,208,956.20	
Bank Premises	486,928.93	
Customers' Liability on Letters of Credit	299,008.25	
Customers' Liability on Account of Acceptances	58,502.00	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	114,249.06	
Cash on Hand	\$2,705,306.01	
Due from Federal Reserve Bank of S. F.	2,907,433.27	
Due from Banks	3,954,883.66	9,567,622.94
		<u>\$46,702,254.22</u>

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus and Undivided profits	2,026,526.73	\$4,026,526.73
Reserved for Taxes	25,425.25	
Reserved for Interest	70,393.38	
Unearned Discount	64,261.27	
Securities Borrowed	1,000,000.00	
Letters of Credit	312,790.67	
Acceptances Based on Imports	58,502.00	
Natl. Bank Notes Outstanding less amount on hand	1,461,000.00	
DEPOSITS	39,683,354.92	
		<u>\$46,702,254.22</u>

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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 President

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H. F. STEWART Vice-President	C. L. HOGAN Assistant Cashier
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J. M. HUTCHINSON Assistant Cashier	FRED S. HILPERT Assistant Cashier
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