



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 8

LOS ANGELES, CAL., JUNE 10, 1923

No. 1



Entrance to Our Mountain Vacation Camp

The Magazine's Seventh Birthday

SEVEN years ago the Pacific Electric Magazine began its modest career. Its purpose then, as now, was for the establishment of a closer bond of friendliness between each other as employees and a medium through which the problems and activities of our Company could be discussed and recorded.

In the words of Paul Shoup, our President, in the magazine's first issue:

"The employees of the Pacific Electric are one large family with many ties and many common interests. We work for a common purpose. Out of the community result thus achieved we get individually our livelihood. Our common interest is and should be deep and earnest.

"Team work is essential, in this our common interest. It is best done when the members of the team know and appreciate each other; know and appreciate each other's efforts; know and appreciate the family problems as a whole.

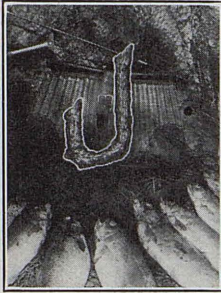
"With our prosperity as a family, comes our individual prosperity; never otherwise. Beyond this material gain through more closely knit ties, comes something else worthwhile. Our life lies largely in our work. It can be made more interesting, more enjoyable, if the horizon of every employee can be widened to a fuller view of the activities of all."

In accomplishing the aims of the Magazine many employees and officers have rendered valiant service and the volume of material submitted in recent months augurs well for future success. We wish to urge that all employees keep the Magazine in mind and to feel free to submit their items and ideas. Constructive suggestions are welcomed in this, as well as all other branches of our service.

The greetings of the Magazine are at this time extended to all with the hope that the bond of friendliness and co-operation may be strengthened with each succeeding issue.

Alluring Vacation Camp Awaits Employees

Our Mountain Retreat Equipped With Every Facility With Which to Enjoy Rest and Recreation



JUST seven years ago the beginning was made on the Pacific Electric Vacation Camp for employees of this Company and dependent members of their families, including also provisions for the accommodation of a limited number

of employees' friends as their guests. Each year since 1917 additions and betterments have been made in the facilities of the camp both for comfort and pleasure, until at the close of 1922 an investment of approximately \$25,000 had been made in this feature of our Company social life.

Every employee of this Company will be gratified to learn of the latest investment being made for their pleasure and benefit in this wonderful mountain camp of ours through the courtesy and consideration of our management to the extent of \$25,000 in new improvements and betterments which, in addition to the original social hall, plunge, tent cottages and amusement features, are as follows;

New Camp Features

(1) Two new six room dormitories for the accommodation of single persons going to camp; one dormitory for men and one for women, comprising a single bed room properly furnished.

(2) Refrigerator plant to properly handle all of the camp's kitchen supplies and care for a larger quantity of various kinds of food needed in the operation of the camp, particularly meats, milk, butter, eggs and vegetables.

(3) A 16x30 feet enlargement of the dining room, and store, which permits of reorganization of store facilities and providing of a cafe capable of serving 24 persons at one time, in addition to counter service.

(4) The purchase of a lot on the shore of Lake Arrowhead slightly over a mile from camp and the building of a boathouse to house and care for six row boats and a power

launch, which will be available for the use and pleasure of our employees, their families and such guests as may be admitted to the camp.

(5) The purchase and equipping of a White automobile with seating to accommodate 12 passengers to be used for sight-seeing excursions to various points of interest in the mountains adjacent to camp as an added pleasure for employees and their families. Both this and the boat feature without any additional cost to the dwellers of the camp and will be especially pleasing in its use to and from the lake for boating and other pleasure excursions.

(6) A new player piano has been secured with quite a large library

walls, and cement work, adding much to the permanency and beauty of the place.

(9) The establishment of a tub bathhouse, not large in size, but ample to accommodate the needs of the camp with hot tub baths.

(10) Completely equipping all of the tent cottages and dormitories with all necessary bedding, such as sheets, pillows, pillow cases, blankets sufficient to comfortably care for all visitors to the camp, thereby making it unnecessary for our employees, their families or guests to take bedding into camp as heretofore. This feature will undoubtedly prove as popular to all our employees as any of the other numerous improvements being made. In the future it will only be necessary when

visiting the camp to take along your own personal toilet articles, including towels. In this connection, arrangements have been made for proper laundry facilities so that clean bedding awaits the coming of each guest, and sufficient bedding has been purchased so there will be no lack of this comfort for anyone.

Laundry Facilities

(11) A place has been provided equipped with laundry tubs so that families having small children may have a place in which to do what little personal laundry work is necessary to their comfort while in camp.

Under the plan of operation for the 1923 season, in view of the enlarged store and dining room features, and the acquisition of a refrigerating plant, which permits the buying of supplies in larger quantities, as well as in improved kitchen facilities that are being made, it insures a much better cafe and delicatessen service than ever before in the history of the camp.

It has always been and is now the purpose of the Company to operate the camp without profit and a careful study of the charges proposed for this year will show them most reasonable, and by comparison with other resorts of a similar nature, it will be seen conclusively that they are much lower for the accommodations furnished than may

Huge Sum Spent at Vacation Camp For Pleasure of Employees

MANY and varied are the improvements being made at our vacation camp in the San Bernardino Mountains, entailing an expenditure of \$25,000. With the completion of the present additions and betterments our mountain camp will represent an outlay of \$50,000 expended solely for the pleasure of Pacific Electric employees.

Attractive as has been our recreation home in previous years, the added facilities, which will be completed when the camp opens on June 15th, will offer to the employee and his family a rest and play-ground of unsurpassed beauty and equipment, at rates far below those available elsewhere in the mountains.

Some of the additions which have been made consist of a power launch, rowboats, sight-seeing auto—all free to employees. Bedding is now provided, two dormitories built, refrigerating plant installed, dining room and children's playground enlarged, a player piano and large phonograph with numerous rolls and records provided.

The rates are unusually low, profit not being sought. Each previous year the Company has liberally assumed a camp deficit.

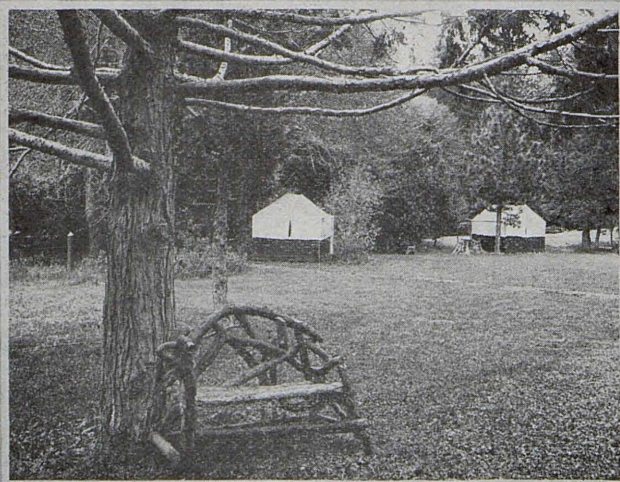
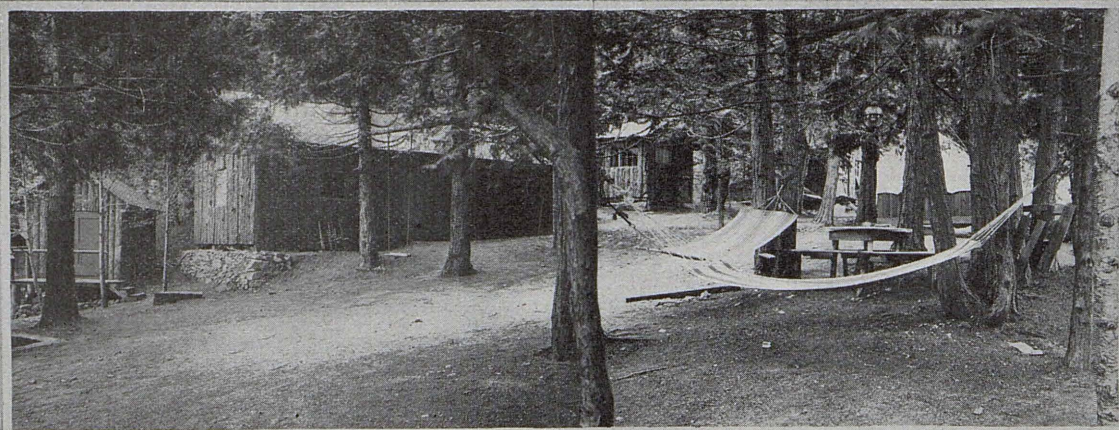
Let us show that we appreciate to the fullest extent the provisions our Company has made in providing us with the opportunity of communing with Nature by spending at least a part of our vacation at the Pacific Electric camp.

of music added to the music features of the camp.

(7) Enlargement of water supply facilities and piping of grounds with fire hydrants for additional protection against fire, thereby creating an additional safety factor in the camp operation.

(8) Improvements in the grounds by the building of stone retaining

What the Camera Found at Our Playground



The "open road" could not lead us to a more beautiful spot than our own in the San Bernardino Mountains, where towering pines and crystal lake give rest, quiet and joyous contentment.

be found elsewhere in the mountains.

From the beginning, it has been the idea of the management to provide a place in these beautiful mountains and endeavor to operate it at a cost that it would be possible for all of our employees who really love Nature to enjoy a vacation in its midst. The Company from the beginning has absorbed a loss each year as an additional contribution to the pleasure of our employees in addition to investing its capital in our mountain camp. The charges imposed each year have not been sufficient to meet the operating cost, and while the prices quoted this year for accommodations are slightly in excess of those of the previous year, it amounts to a very little per person. The slight increase is designed merely to cover the additional cost to the camp for laundry and incidental expenses necessary to the providing of bedding, heretofore brought into camp by the employee himself with considerable difficulty and annoyance. We know all employees will appreciate this comfort, even though it involves a small extra expense. The prices quoted for meals is far below that charged by any other mountain resort.

A new playground is being equipped for children with swings, teeter boards, and other amusement devices, as well as a number of new games for older folks, with which to while away their idle time.

Camp Visit Urged

It is to be hoped that in planning vacations during 1923, for the season beginning June 15th, and closing October 1st, that as many of employees as can possibly do so will avail themselves of the opportunity of visiting the P. E. Camp, if for no other purpose than to show their appreciation for what the Company is endeavoring to do for its employees in the way of rational, wholesome recreation and enjoyment.

It is true that there are times when many of our employees cannot be spared from the service to enjoy their vacation in camp, but every effort will be made by the operating officials to grant vacation leaves to as many employees as they can possibly spare from time to time from the service.

Making Reservation

At this season of the year it is customary in each department of the Company to make up their vacation list, allotting time for vacation to each of their various employees as they find it consistent and possible to do.

If it is your desire to spend a vacation of not to exceed two weeks' time at P. E. Camp for either yourself alone or yourself and family, or for yourself and a reasonable number of guests, if accommodations be available for them, you should apply to the Manager of the Pacific Electric Club, 431 South Hill Street in person whenever possible,

or by letter if it is not possible for you to call in person, and make a definite reservation for the accommodations you will need when visiting the camp. This is absolutely necessary in order that the proper accommodations be provided and guests will not be received at the camp unless reservation has previously been made and the Camp Superintendent notified of such reservation. The cost of accommodations will be found elsewhere in this article, and it will be seen that the cost to employee and wholly dependent members of his family is less than that charged for guests which, it must be conceded, is perfectly right and proper as this camp is not a commercially operated camp in the strict sense of the word, and guests are admitted only as a courtesy and accommodation to our employees who have first call upon these accommodations.

Transportation

At the time reservation is made for camp accommodations an order will be issued by the Manager of the Club upon the Motor Transit Company for ticket, or tickets as may be necessary for transportation between San Bernardino and P. E. Camp. Passes will be provided for employees and wholly dependent members of family from any point on the system to San Bernardino, and application for this should be made through head of department in the regular manner after reservation has been made at the Club. Reservation should not be made at the Club until leave of absence has been granted by head of department.

The Motor Transit Company at San Bernardino will carry Pacific Electric employees at the following rates: \$2.50 round trip for adults; \$1.50 round trip for children 5 years or over and under 12, with no redemption of the portion of the unused round trip tickets. Friends traveling with P. E. employees must pay the full fare which is \$4.00 for

round trip for adults and \$2.00 for children of 5 years or over and under 12. Pacific Electric employees will personally present to the Motor Transit Company office at 3rd and Arrowhead Avenues, San Bernardino, order for transportation endorsed by the P. E. Club for the employee's authority for reduced rate. The Motor Transit Co. will handle P. E. employees to and from the P. E. Camp only on Wednesdays, Saturday mornings and Sundays. On Wednesdays or Sundays employees may travel on either the morning or afternoon stages, but only on the morning stages on Saturdays. If you wish to travel at any other time, than on the schedule as shown, full fare must be paid.

The baggage allowance for each adult person is thirty pounds and must consist strictly of clothing, toilet articles and personal effects. A fifteen-pound baggage allowance consisting of the same articles is allowed each child.

Schedule from June 1 to Oct. 1, 1923

Schedule as shown below is for Wednesdays, and Sundays only. On Saturdays, the schedule is same as other days mentioned, except it must be mornings only:

Leave Los Angeles	7:10 A.M.
Arrive San Bernardino	9:12 A.M.
Leave San Bernardino, 3rd & Arrowhead Ave. via Motor Transit	10:00 A.M.
Arrive P. E. Camp	12:35 P.M.
Leave Los Angeles	3:25 P.M.
Arrive San Bernardino	5:27 P.M.
Leave San Bernardino, 3rd & Arrowhead Ave. via Motor Transit	5:30 P.M.
Arrive P. E. Camp	8:00 P.M.
From the Camp	
Leave P. E. Camp	7:10 A.M.
Arrive San Bernardino, 3rd & Arrowhead Ave.	9:45 A.M.
Leave San Bernardino	10:45 A.M.
Arrive Los Angeles	12:40 P.M.
Leave P. E. Camp	2:10 P.M.
Arrive San Bernardino, 3rd & Arrowhead Ave.	4:45 P.M.
Arrive Los Angeles	7:34 P.M.

Vacation Periods

Vacation periods begin on any Wednesday or Sunday employee desires, but where employee uses private automobile in going to or from camp, the vacation period may begin any day and be of from one day to two weeks in duration. If a longer period than two weeks, permission must be secured from Camp Manager. Full charges will be made on all reservations, even if only a portion of the period so reserved is used by the applicant. It will not be permissible for an employee to bring guests into the camp, stay only a portion of the reservation time himself, and permit his guests to remain after he has left the camp. In other words, employee making a reservation for himself and guest must remain in the camp with his guest for the full period of the reservation.

Camping Sites

No space within the camp grounds is available for temporary camps. A few camp sites are available near the P. E. Camp that may be used by automobile parties carrying their



A Lure to the Angler

camping equipment, but no camping or tenting will be permitted within the grounds of the Camp.

Auto Parking Space

Two places within the camp have been made available for the parking of machines; one at the north end and one at the south end of the grounds, and space for the parking of machines will be assigned by the Superintendent of the Camp without charge.

Fishing

Both boat and other fishing is permitted on Lake Arrowhead, with a few restrictions. Boats are provided for our own employees without charge, under reasonable regulations. Get your license before going to camp. Same may be secured at any sporting goods house for \$1.00. Also take your tackle, flies, salmon eggs or other bait.

Hunting

Hunting is not permitted at this season, and only ducks in season. The camp is located in a game reserve. Firearms of any kind not permitted. The law presumes that you are hunting if the Ranger or Game Warden finds a gun on you. Take none with you.

Supplies

Everything necessary for your subsistence while in camp may be purchased at the store maintained there. Profit is not sought in the sale of supplies to employees, it being desired only that the camp revenues may meet the cost of operation. Cooked foods may be purchased at the delicatessen, or meals taken at the cafe.

Camp Charges

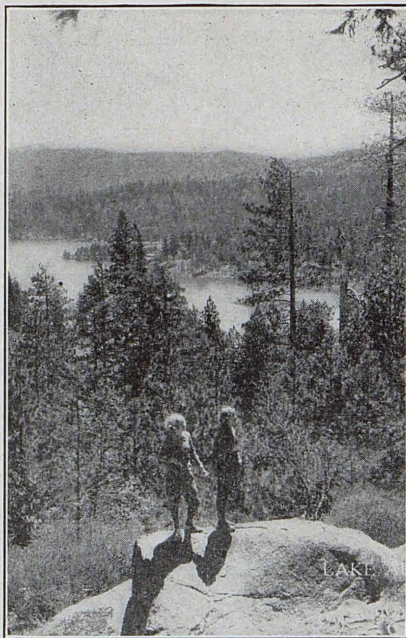
Tent cottage fully equipped for housekeeping with kitchen utensils, beds and bedding for family of four persons or less, \$7.50 per week. Where family of wholly dependent members number more than four persons, lean-to shelter will be provided free of charge, adjoining the tent to take care of two additional persons. If family consists of a total of more than six persons, all wholly dependent members of employee, additional tent will be provided at a cost of \$5.00 per week.

Single person with guests in tent cottage \$7.50 per week for employee making reservation and \$2.50 per week for each additional guest.

Single employees in dormitories \$7.00 per week. Dormitory rooms are not equipped for housekeeping. Guests will be permitted to occupy dormitories at discretion of the management at \$10.00 per week each.

Week-End Visits

A flat charge for housing accommodations at the discretion of the management will be made for week-end employee guests (arriving Saturday morning, leaving Sunday evening), including four meals will be \$4.00 or \$7.00 for two where one dou-



Distance Lends Enchantment

ble bed is used. The guest charge, when accompanied by employee, for week-end stay will be \$5.50. Before going to camp for week-end visit, employee should first make reservation several days in advance the same as in regular visit to the camp.

Cafe Charges

For employees: Breakfast 50 cents, Lunch 75 cents and Dinner 75 cents. For guests: Breakfast 75 cents, Lunch \$1.00 and Dinner \$1.00. Short orders may be obtained at reasonable hours at equitable rates.

Special Notice

Dogs or other pet animals not permitted in camp.

The management reserves the right, for cause, to exclude any or all persons.

The pleasure of a vacation in the mountains cannot be enumerated, for there are so many avenues through which one may find recreation and the joy of living that it would be difficult to specify each particular pleasure. In our San Bernardino mountains, adjacent to camp are many points of sight seeing interest reached by good roads and trails. The lake with all the pleasures it offers is closely available affording bathing, fishing, boating and other water sports. Dancing parties both at the camp and nearby resorts offer diversion for those so desiring. Camp fire reunions, weiner and marshmallow roasting and other similar diversions are enjoyed. Motor coach parties to various points of interest will be run and all other similar joys of mountain vacation life are provided. The amusement hall is the scene of many merry gatherings during the evening hours. Hammocks in shady nooks invite to repose and quiet, and the endeavor is made by the camp management to provide

something for each taste of its visitors.

Our mountain camp is especially delightful to children and their joys are safeguarded to every extent possible and here they may run free and almost untrammelled as their young fancy may dictate, although it is naturally presumed that youth will be kept within reasonable bounds.

Sending Family Unaccompanied

In some cases it may not be possible for all of a family to be in camp at the same time, but those who are detained by active duty may rest assured that members of their family sent to our camp for vacation will receive every attention and courtesy, even though they themselves cannot be present in person.

It is the desire of the camp management to make the sojourn of all families and their guests a most pleasant occasion and to endeavor to leave them as untrammelled as possible by rules and regulations, metes and bounds. It is necessary in the conduct of any enterprise to effect certain fundamental rules for operation, but beyond this it is not the desire of the management to go. Consideration for each other while in camp is the fundamental that will make a vacation most pleasant. To assist in making the other fellow's vacation an enjoyable one will return dividends in happiness to each of us and this should be the keynote of endeavor for all who visit the camp. We should each of us who go there strive to get the largest limit of enjoyment possible out of our visit and while doing so we will unselfishly assist the other fellow in getting his full quota also.

KEEP IN MIND ALL BEDDING IS SUPPLIED BY THE CAMP AND YOU FURNISH NOTHING BUT TOWELS.

NEW AUTOMATIC SUBSTATION SOON IN OPERATION

Immediately upon receipt of electric equipment for the new Hollywood 1,500 Kw. automatic substation on May 17th installation of the several units was begun. The building and equipment represent an outlay of \$115,000, and it is hoped to have the station in operation by July 4.

The new substation is located at Highland Avenue and Santa Monica Boulevard and will strengthen power conditions throughout the Hollywood district. The continued growth of Hollywood and operation of two car-trains has greatly increased power needs, which have been relieved pending the permanent installation by a temporary portable unit.

Ever Meet Her?

Little Miss Dolly rode on the trolley
And used up the next seat for her wraps,
Along came a rider and sat down beside her,
When she thought he would hang by the straps.—Exchange.

Pole Life Doubled by Scientific Methods

Continually Increasing Price of Poles Serious Problem to Railways.
Creosote Treatment Helpful

By R. M. COBB,
General Construction Foreman, Electrical Dept.

WOODEN poles are used as the chief support of the overhead construction on the lines of the Pacific Electric Railway Company, and while apparently a common material, the pole problem is one of serious importance and at the same time presents many interesting features.

There are at present over 70,000 poles of various heights, maintained by our line forces, some very new and some very, very old. As the old ones have served their purpose, this article will deal with the material used to replace them, and some of the reasons that make replacement necessary. Approximately 4,000 poles are used annually on our system.

When an order is placed for poles, an inspector for this Company must be on the job to see that our specifications are complied with before the poles are accepted. The poles must be straight, sound, live, cedar with a maximum deflection of 1½ inches to 10 feet. As the side strain imposed on railway poles is severe in many cases, our poles have a larger diameter than those required by power and light utility companies.

Needs Inspection

The pole must be free from defects, principal one being freedom from decay. This is the result of action of plant life, chiefly fungus, although bacteria is also responsible to some extent. The cell structure of the wood is broken down by action of these pests leaving a pithy mass of little or no strength. This rot is of the same appearance as the decay which sets in after a pole has been set. The more common varieties are butt rot, heart rot and ring rot, the last two being much more serious than the first, due to concealment. An experienced pole man, however, can usually detect signs, such as decayed or loose

knots, or by tapping the pole with an iron bar, which will reveal hidden cavities.

Wind shakes, ring checks and star checks, are due either to wind action or too rapid seasoning. If knots are discolored or in the least bit loose or decayed, the pole in question is rejected. Fire-killed timber is undesirable, as dead timber has little or no elasticity, breaking easily under strain.

When the proper number of poles fulfilling our specifications, have been segregated, they are "shaved." This constitutes removing all bark and rough wood being removed with draw knives. They are then ready for the butt treatment, which, when properly given, practically doubles the life of the pole. This treatment consists of a hot and cold bath in coal tar creosote.

Western red cedar poles soak up this creosote, a penetration of from ½-inch to 1-inch is obtained by this process. This penetration is the controlling influence on the durability of the pole, and is governed principally by the amount of seasoning or drying out the pole has undergone.

Where the open tank treatment is for some reason or other impractical, very good results are obtained by applying creosote with a brush, giving as many coats as the wood will absorb.

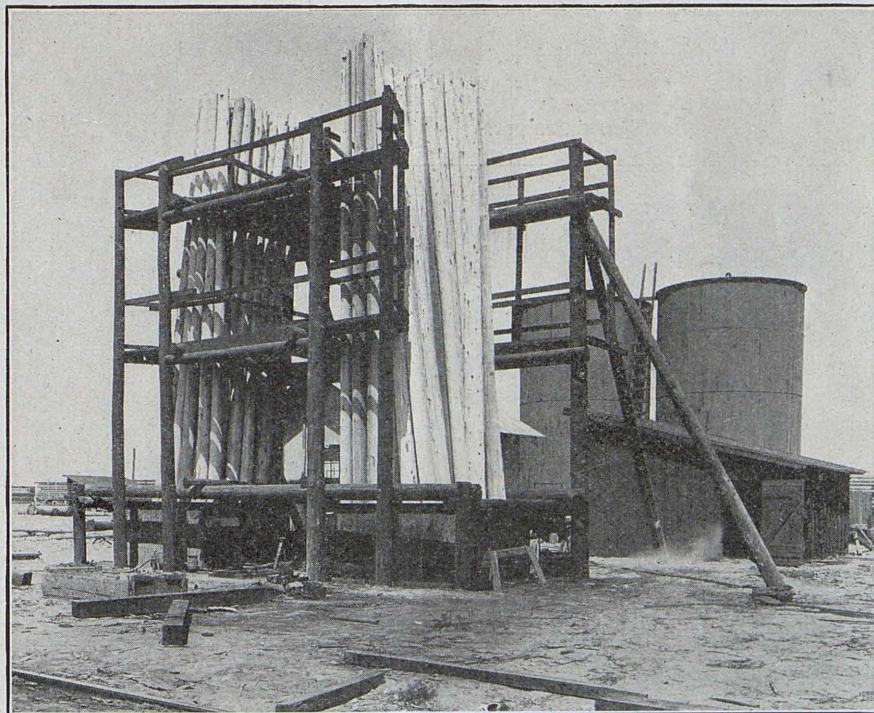
After a pole has been set in the ground it is subjected to many forms of attack, among which decay and termites occupy the first rank. Due to climatic conditions in Southern California, poles are subject to decay throughout the entire year. It usually starts in at or near the ground line,

if no preservative is present to counteract its effect, the pole is rapidly weakened to a point which requires either reinforcement or replacement.

Ant Parasite

The most serious enemy to our poles, other than decay, is the termite or white ant, this parasite, though entirely blind, has a highly developed sense of taste as evidenced by some of our older, untreated poles. They come into the pole below the ground line and work up through the pole, taking the soft, outer layer of wood first, then attacking the hard interior structure of the pole. They have been known to eat into the cross-

arms and hard wood insulator pins at the top of a fifty foot pole. They come to the light, leaving a very thin shell on the outside of the pole for protection. Investigation has shown that none of the poles treated by open tank creosote process show signs of these ants. Evidently the presence of creosote prevents them from attacking a pole. For this reason, great



The treatment of poles prior to imbedding in soil makes possible a service of twenty years, or more than double the life without treatment. The illustration shows a typical treating plant, using the open tank process, to which all poles used by this Company are subjected.

sote. The poles are placed upright in a tank containing the proper amount of creosote, which is brought up to a temperature of 212° F. by means of steam pipes. After twelve hours of this, the steam is turned off and the creosote allowed to cool for another twelve hours, after which the poles are withdrawn.

As only sapwood or outer rings of

care is exercised to keep the treated portion free from injuries caused by cant-hooks, bars or other tools. One little door is all that these vandals require to enter and destroy the effect of opening the treatment.

The illustration shows a typical treating plant, using the open tank process. It is estimated that the life of a pole treated by this process will be at least twenty years. When the cost of setting a new pole and transferring the construction from the old pole to the new is considered, it can be seen that any steps taken to postpone the time when this would become a necessity, is of great financial importance. For obvious reasons, all wood poles purchased by this Company at the present time, are treated by the above process.

AS YOU GET IT

"Chase wild bullfrogs for three miles and gather up the hops. To them add ten gallons of tan bark, half a pint of shellac and one bar of home-made soap.

"Boil thirty-six hours, then strain through an I. W. W. sock to keep it from working. Add one grasshopper to each pint to give it a kick. Pour a little into the kitchen sink. If it takes the enamel off it is ready for bottling."—Trumbull Cheer.

Be sure your camp fire is dead—then bury it.

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

Passenger Revenues	\$1,159,341.82	
Freight and Switching Revenue	522,354.58	
Other Revenue	81,405.63	
Total Railway Operating Income	1,763,102.03	
Total Railway Operating Expenses:		
Wages	\$786,533.31	
Other charges	398,544.34	
Transportation for Investment—Credit	4,347.55	1,180,730.10
Revenue—Less Operating Expenses	582,371.93	
Depreciation	24,036.92	
Taxes assignable to Railway Operations	84,353.82	
Total Depreciation and Taxes	108,390.74	
Revenue, Less Operating Expenses, Depreciation and Taxes....	473,981.19	
Non-Operating Income	12,518.26	
Net Revenue	486,499.45	
Interest on Bonds and Other Debt	334,950.54	
Rents and Miscellaneous Income Deductions	104,332.19	
Total Deductions	439,282.73	
Net Income for month	47,216.72	
Net Income for four months	159,661.51	
Los Angeles, Cal., May 23, 1923		L. A. LOVELL, Auditor.

Terrible

Tom—"Harry ate something that poisoned him."

Dick—"Croquette?"

Tom—"Not yet; but he's very ill."—Texas Scalper.

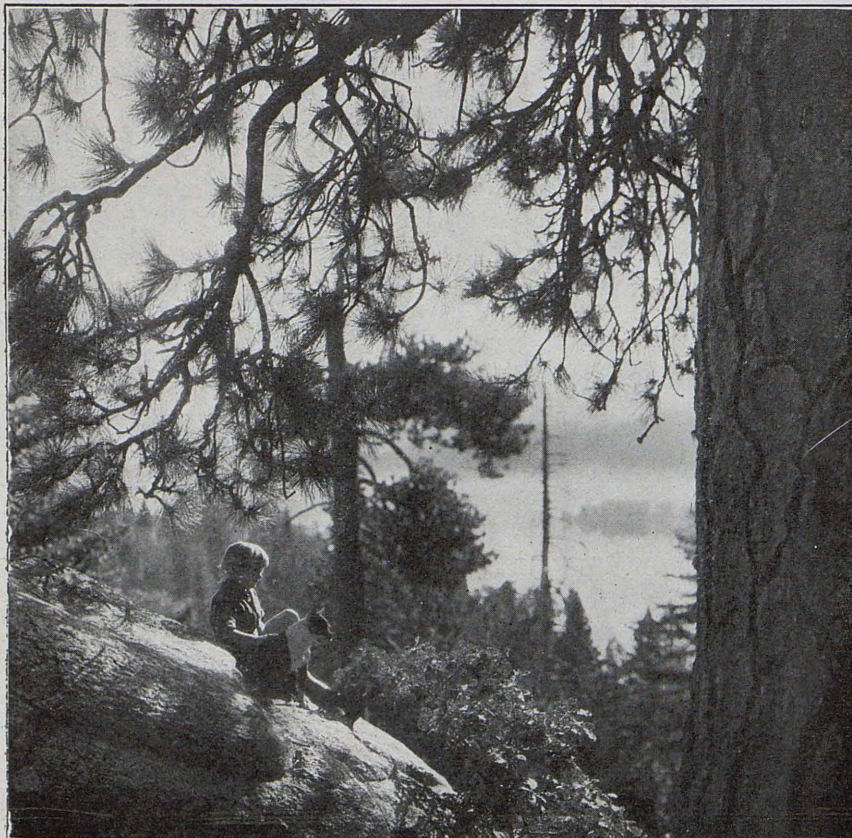
EMPLOYEE'S TIP RESULTS IN SPECIAL MOVEMENT

Through the co-operation of "Art" Smith, Assistant Trainmaster, Pasadena, the Solicitation Bureau of the Passenger Traffic Department, was recently successful in securing an excursion of 175 members of the Honor Society of the Pasadena High School. The students left Pasadena at 8:00 a. m., May 4, by special train for a day's outing at the various points of interest on our Western Division.

That such an outing is one to be thoroughly enjoyed is evident from the itinerary chosen. The first stop was made at the Fairbanks Studio, where the excursionists were courteously received and entertained by Mr. and Mrs. Douglas Fairbanks. From here they proceeded to the National Soldier's Home where a short stop was made. Continuing to Santa Monica a stop was made for lunch, after which the route continued along the beaches to Redondo, where a two hour visit was made to permit bathing at the Redondo Bath House. From Redondo the party returned to Pasadena via Gardena and the Pasadena Short Line. The outing proved an enjoyable one and it is likely that similar excursions from the Pasadena High School will be arranged. Frank B. Clark of the Passenger Traffic Department accompanied the excursionists and aided in maintaining good service throughout the journey.

This is not the first excursion that has resulted through Mr. Smith's commendable activity, he having furnished the information by which several good revenue producing movements were obtained.

Green, it is said quiets the nerves. Especially "the long green."—Greenville Piedmont.



'Neath the pines at Arrowhead Lake

Public Appreciation Expressed

Service and Courtesy Bring Their Reward

FOREMAN Lewis Morgan's name should appear in these columns as one who during the past month was the recipient of worthy commendation from Vice-President Pontius.

Mr. Morgan, who is Foreman of crew on Bonding Car 1796, was working between Brea and Laon Jct. recently when he saw a run-away car coming toward them. Foreseeing the danger that would follow, he ran his car ahead of it to Cheney Siding where Al Clenard, a member of the crew, opened the switch, heading the car into siding where it derailed itself over end of siding. It was necessary to send the wrecker to re-rail the car.

No personal injuries were sustained. However, it was through Foreman Morgan's presence of mind that a serious accident was averted. The car, when first sighted, was about 1000 feet away but at the time switch was thrown by Mr. Clenard the car was only about 600 feet from them. Other members of the crew who assisted materially in the work are Conductor K. H. Verrill and Mr. Ned Rich.

The car, a Pennsylvania gondola No. 870090, was loaded with steel for the Shell Oil Co. at Brea. It got away from the men employed by that Company, who were working on it with pinch bars. The car ran over the derail through a rigid switch and cut onto the main line where was sighted by Mr. Morgan.

Ability to think and act quickly is cultivated to a high degree by Motorman L. C. Paulson of the Northern Division, as will be seen from a letter written by Mr. Jno. F. Barry, 690 Magnolia Avenue, Pasadena, who recently witnessed an example of Mr. Morgan's skillful manipulation of a car under stressful conditions thereby preventing a serious accident. The letter follows:

"Coming into town on the South Pasadena car, turning onto Pasadena Avenue, a man in a Ford car deliberately drove in front of our car. We were going south; he was coming north on the left hand side, traveling like a flash in front of the car, the auto running over the fender. The rails were wet and slippery from the rain. Motorman No. 81 (Mr. Morgan) showed quick wit and efficiency by stopping the car and averting a calamity. It was the finest piece of work I have ever seen. It may have been in his day's work, but it was fine in my opinion."

Pleasing indeed is the following letter from Mrs. M. H. Fairchild, 1703 Atlantic Avenue, Long Beach, who

comments glowingly upon the courtesy shown her by Conductor J. W. McGown of the Southern Division account of advancing her fare in an emergency case:

"I wish to report to you the very courteous treatment I received recently when on boarding one of your cars at Huntington Beach I discovered I had left my purse and return ticket behind me. I was so anxious to get home to Long Beach and very tired. I laid the case before the Conductor whose name is 'McGowen' or 'McKowen' (I did not get his initials) and he paid my fare and offered to advance me fare on the bus I had to take at Atlantic Avenue. It is so seldom elderly women get such kind attention I wish to thank you as I thanked him."

In averting a serious automobile accident in Long Beach, Motorman W. Colley was commended very highly in a letter written by Mr. Norman H. Robotham, 65 Linden Avenue, Long Beach:

"I recently was an eye witness to the auto accident with one of your southbound Long Beach trains at 14th street and American Avenue.

"While I doubt very much whether your Company will hear anything further from the owner of the auto, I want to take this opportunity of commending the Motorman for his strict attention to duty. The writer is an ex-railroad Engineer and realizes possibly better than the average layman what this class of service means to a railroad.

"At the most, this Motorman could not have had more than a hundred feet warning, and he stopped the train with the rear step of front car right on the 14th Street intersection.

"The writer is of the opinion that this city has its share of incompetent auto drivers, and it certainly is good for one man that your road has such quick thinking Motormen, otherwise he would not be here."

An excerpt is quoted below from a letter received from Mr. R. M. Christman, 2600 Sheridan Drive, Norwood, Ohio, with reference to the courtesy of Conductor Peyton on the Venice-Del Rey line:

"I have discovered you have a wonderful railroad system. But most of all is the courtesy of your employees. It is unexcelled. Particular mention is cited to your Mr. Peyton, of Santa Monica, working as Conductor on the Venice-Del Rey branch. He should be on a larger branch of your road where contact with more people would be his as well as your good. He is a prince among men. He made our

FIRST DELIVERY ON POWER EQUIPMENT IS RECEIVED

Arriving at a time when most sorely needed, two new 43-ton electric locomotives were received from Pittsburg on May 14, and immediately placed in service. These are the first locomotives to be placed on an order of ten, the lot aggregating a cost of \$475,000.

The remaining eight locomotives are to be of the 60-ton type, the heaviest in the company's service. They are being rushed to completion in order to aid in handling the heavy fall movements. When this order is filled a total of 54 electric locomotives will be employed in Pacific Electric service.

The unruly child is too often an example of the triumph of mind over mater.—Ashville Times.

visit just twice as pleasant by his courtesy and information."

Commendable performance of duty and attention to detail are two traits voiced in a comment received from Mrs. E. L. Stocking, 6635 Selma Ave., Hollywood, on the service rendered by Motorman E. S. Hawkins. The letter follows:

"May I comment favorably on the action of Motorman of car 629 reaching the Hill Street Station near 11 A. M., Wednesday, April 4th. I believe his number is 2607.

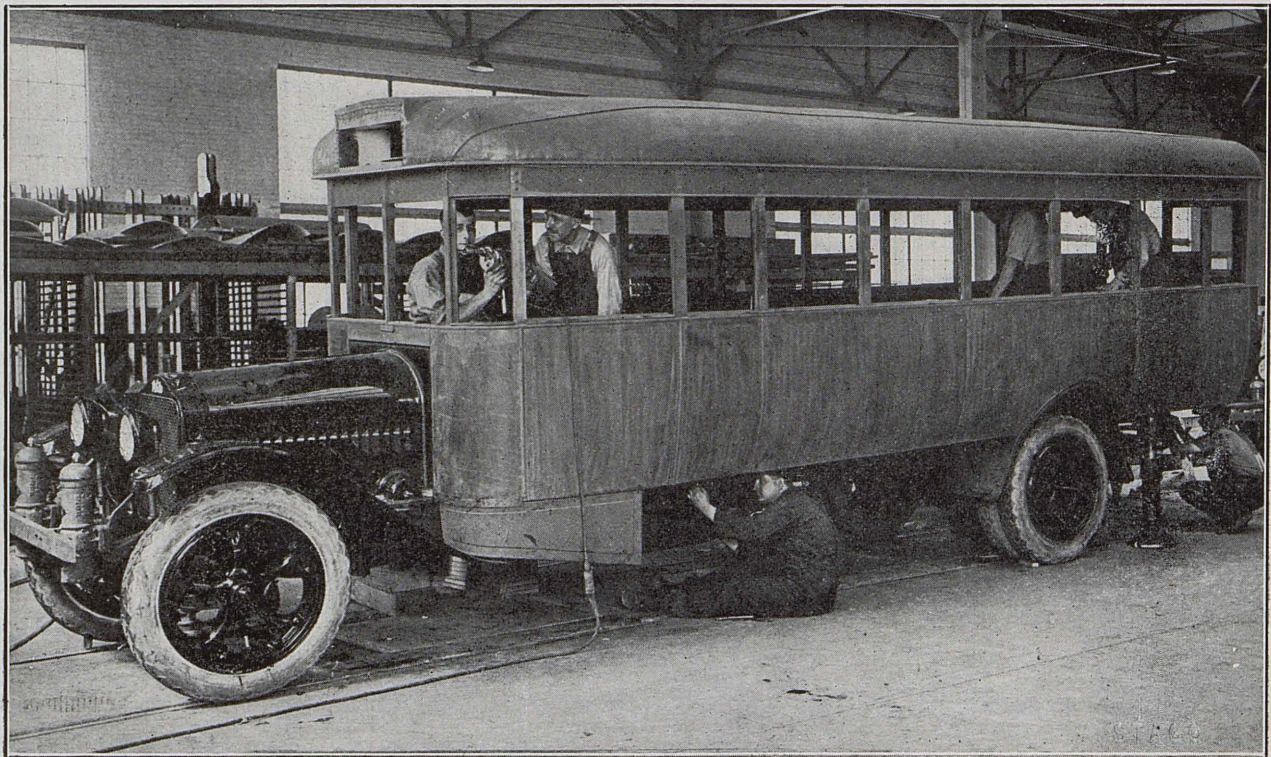
"A well dressed man had commenced to smoke in one of the new closed cars, preparatory to leaving at the next block. The Motorman pointed to the framed smoking ordinance and called his attention to the fact he was breaking the law, whereupon the man threatened the Motorman who lowered his window in readiness to call an officer.

"Now the passenger may complain of incivility, but there were at least seven passengers leaving behind the man who showed strong approval of the Motorman's action, which was in no way incivil."

"An excursion of pleased patrons" may well describe the party of picknickers from the Atwater Park Baptist Sunday School who on Saturday, May 26th enjoyed an outing at Sycamore Grove. So courteous were the Conductor (Arnold Faber) and Motorman (J. M. Grenage) that the Superintendent of the Sunday School, Mr. A. W. Steffan, 3529 Laclede Ave., Atwater Park, wrote the following letter to our management:

"The Superintendent and officers of the Atwater Park Baptist Sunday School wish to express their appreciation of the very courteous and efficient manner in which your Company provided transportation for the members of the Sunday School to and from Sycamore Grove, and also wish to thank you for the services of the Conductor and Motorman who were not only very efficient in their work, but also kind and considerate toward the children."

SHOPS MAKE RECORD IN BUS BODY BUILDING



But forty-five working days elapsed from the receipt of material until the first bus body was completed at our Torrance Shops, at which time twelve others were rapidly nearing completion. In the picture above mechanics are seen putting on the finishing touches to the first bus turned out on May 25th.

ON MAY 25th the first of a fleet of busses, constructed in our shops at Torrance, was placed in operation. That is sixty-five working days after the first requisition for material was placed and only FORTY-FIVE days after receipt of material. In addition, twelve other busses are nearing completion.

We believe our shop performance in the construction of these busses in the time noted, equals if not exceeds any similar performance in bus building on this coast, and is an illustration of what can be accomplished when all departments work in close harmony and co-operation, cheerfully and willingly getting into the game and boosting it along.

The shops were as a unit in contributing close unified effort. Credit should also be given the Purchasing and Store Departments for their efforts in promptly securing material.

The busses are similar to those recently purchased, but embody many improvements, both in construction and appearance, making them much the superior bus. The plans, drawings, etc., were prepared in the drafting rooms at Torrance.

It is our opinion that we have produced a bus hard to beat for the service intended. Their operation will be watched with interest and constructive suggestions will always be welcomed.

Engineering Dept. Notes

By A. J. Guercio

Main line and spur track at Lawrence and Santa Fe Avenue, Fullerton, has been re-arranged to permit the Placentia Orange Growers plant to be enlarged and further facilitate the handling of the citrus crop at this location.

Industrial team track 755 feet in length has been installed at Los Nietos to serve various industries in connection with the Santa Fe Springs oil fields. This work included paved driveway 500 feet in length by 25 feet in width.

Automatic interlocking plant is being installed at Fullerton Road on the La Habra Line in connection with the new Union Pacific crossing in this vicinity. Tower is located at Fullerton Road to permit the Towerman operating the crossing gates installed to protect vehicular traffic over the tracks of both companies.

Team track. 685 feet in length, is being installed at 11th and Redondo Avenue, East Long Beach, to facilitate the handling of shipments to the Signal Hill oil field.

Track is being reconstructed on the Del Rey Line between Del Rey and Hyperion installing new 60-lb. and 75-lb. rail and tie plates and placing new ties due to corrosion of rail and fittings adjacent to the ocean.

Miss Beatrice Virginia Kelly, who entered our service in November, 1917, as a stenographer, is resigning her position to assume duties as housewife at a new bungalow just completed at Angeles Mesa. S. S. (Jack) Williams, one of our general foremen, will assume the duties as assistant at the bungalow. Congratulations and best wishes are extended the newly-weds.

The ladies of the department presented Mrs. Williams with a set of silver to help her in her dining room duties.

ROCK, SAND AND GRAVEL RATES ARE REDUCED

Effective May 15th our Company established in Special Freight Rate Authority No. 998-B reduced rates on rock, sand and gravel between points on its lines for account of the counties it serves. Similar reductions were made by other Southern California lines. Joint rates were also reduced and established in Agent F. W. Gomp's Freight Tariff No. 181.

FIFTY NEW INTERURBAN CARS TO AUGMENT EQUIPMENT

Announcement of the purchase of 50 new all-steel modern interurban cars by the Pacific Electric was made on May 10, by D. W. Pontius, vice-president and general manager. The new cars will be used on various lines of the Company, and will cost \$37,000 each, entailing a total expenditure of \$1,850,000. Bids have been asked and the earliest possible date of delivery is specified.

Seating 60 passengers, the new cars will embody every modern facility for safety and comfort of passengers and will be equipped with motors capable of rapid movement of trains. With the exception of being somewhat lighter, the new cars will follow closely along the line of the present equipment known as the "1200 class," now used on the Long Beach and San Bernardino lines and which is the latest and highest class of equipment in Pacific Electric interurban service. The end vestibules will be unusually wide and of the enclosed type with double entrance which permits the loading and unloading of passengers with minimum delay. The interior finish will be mahogany with seats upholstered in Spanish leather.

"During the past year the Pacific Electric has placed orders and had delivered more equipment, both passenger and freight, than for any similar period in the history of the company," said Mr. Pontius. "With the order for interurban cars now about to be placed and 100 Hollywood cars, 50 of which are in service, we have contracted in the past year for delivery of 150 passenger cars, costing \$3,687,000. Also for passenger service we have contracted for a total of 81 motor-busses, some of which have been delivered, at a cost of \$650,000. This makes our passenger equipment expenditure aggregate \$4,337,000.

"As for freight equipment, delivery has now partially been completed on orders for 400 dump cars, 300 box cars, 150 flat cars and 10 electric locomotives, the total cost of which is \$2,225,000, making passenger and freight equipment purchases total \$6,562,000. The steady increase in population of all cities of Southern California and the enormous growth of harbor traffic has made these purchases necessary to keep pace."

Health and Beauty Hints

Play part of every day out of doors. One good tooth deserves another. Thin soup never made anyone fat. Never say die—say apple. Countless cups of coffee mean counted days.

These holes in your bread are to hold butter.

Eat some leafy vegetables or fruit every day.

A draught is an ill wind.

Water won't drown your germs but sunshine will kill them.

A stooping body is like a kinked hose.—Happy's Calendar.

BOOKS RECOMMENDED FOR STUDY OF ELECTRIC RAILWAY PROBLEMS

EMPLOYEES desiring to broaden their knowledge of the work in which they are engaged will find that the Public Library contains many excellent books on various subjects related to the electric railway industry. These books are by recognized authorities and offer to the studious employee opportunity for not only interesting reading, but educational material that will be helpful toward the advancement for which we strive.

The following books are excellent works and may be obtained at the Los Angeles Library, if not at your home library:

International Library of Technology; I. C. S., Volumes Nos. 14, 62, 62-B, 91 and 92.

Electric Traction and Transmission Engineering, by Sam Sheldon. Revised edition.

The Electric Railway, by A. M. Buck.

Electric Railway Transportation, by H. W. Blake.

Practical Helps for Electric Railway Shops, edited by Electric Railway Journal.

Electrification of Railways, by H. T. Trewman.

The Electric Traction and Electric Railway Journal, issued monthly and weekly respectively, are recognized as the foremost magazine publications dealing with electric railway problems.

SHORTCOMINGS OF PUBLIC OWNERSHIP DISCUSSED

"Public ownership ought to work and in theory should be as efficient and as cheap as private ownership, but practice does not prove that to be the case." The foregoing and other pertinent remarks were recently made by the Aberdeen World in discussing the sad plight in which the city of Seattle finds itself through municipal operations of its electric railways. It would be well for the citizenship of any community stung with the municipal ownership bee to thoroughly read and digest the World's pertinent remarks on this subject which follow:

"Probably no responsible Seattle public official believed that the car lines could be operated on a five-cent fare except at a loss, but neither was there any with courage enough to resist the public clamor for a reduced fare at a time when costs are not going down, but on the contrary, increasing.

"Private ownership of public utilities ought to be under the most rigid regulation with plenty of protecting safeguards for the rights of the public. That is very near the case in this state.

FIRST PASADENA BUSSES ARE PLEASING TO PATRONS

The first bus service to be operated in the city of Pasadena by the Pacific Electric, following the Company's agreement with the city on its local transportation issues, began operating on Sunday, May 20. That the busses and service rendered is highly pleasing to our Pasadena patrons is evident by the expressions of the press and public following the installation of this service.

Our high-class busses first greeted patrons beginning at 6:00 a. m., three being required to maintain the 20-minute schedule provided, with one held in reserve should the emergency arise. Service continues until shortly past midnight each day. The fare charged is 5 cents when block of ten tickets is purchased, with transfer privilege extended from either busses or local cars with Pasadena city limits. The cash fare is 6 cents.

The first route to be operated is known as Line "B" and starts from Grand Avenue and East Colorado street on Grand to Terrace Drive, thence on North Orange Grove Avenue to Pasadena Avenue to Colorado Street to South Wilson Avenue to Pasqual Street, thence north on South Hill Avenue to Charlevoix to Rose Villa Avenue to Meredith Avenue to Oakdale Avenue and return over same route.

The routes over which our busses will operate in Pasadena require the service of approximately forty busses, bodies for which are being constructed in our Torrance shops and as busses are available other bus service will be installed.

So long as it is true, the public is better off to let the private owners take the risks of loss and allow them at the maximum only a reasonable profit.

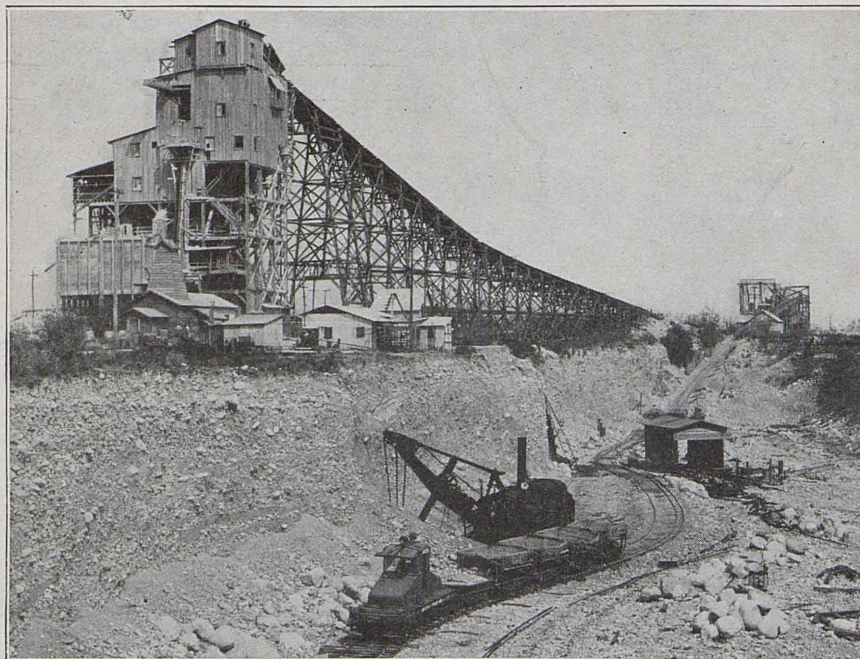
"Public ownership ought to work and in theory should be as efficient and as cheap as private ownership, but practice does not prove that to be the case. Politicians and politics are the main trouble. You can't keep them out of public enterprise and so long as you can't, public operation of a business enterprise can not be conducted on business lines.

"If Seattle needs any proof of the truth of that let it look again at the King County ferries, run one year by the county at a loss of nearly a quarter million, operated the next year under private control at a profit of \$40,000. King County leased its ferries and saved money by stopping the loss. Perhaps Seattle should lease its car lines."

"Did anyone ever see a good pen in a post office or a bad one in a bank? You can't change your post office but you can change your bank. Also, 'what's everybody's business is nobody's business.'

"These two things explain why government ownership is no unmixed blessing," says The Nation's Business.

P. E. Handling of Rock and Gravel



Mother Earth's products, suitable for construction purposes, abound throughout the Southland, giving to our freight service an increasing source of revenue. Picture above shows the Kincaid Sand and Gravel Plant of the Union Rock Co. on the San Gabriel River.

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

THE Pacific Southwest is now experiencing a year of great constructive achievement and growth. Southern California is advancing reason of resources and advantages peculiarly its own and its progress is along somewhat different lines than any other section of the globe.

This great development is evidenced by the constantly increasing demand for raw materials, particularly those entering into construction activities and conspicuous among the leading Southern California industries is the production and distribution of rock, sand and gravel.

It may appear a very simple and easy thing to procure an abundance of rock, sand and gravel for construction purposes, for these materials appear to abound everywhere in Southern California, but construction requirements are exacting and to get a needed quantity of rock, sand and gravel that will conform to specifications and have them delivered within a prescribed time is a service which every contractor doing any considerable volume of work appreciates.

Output Large

The Pacific Electric Railway serves the quarries of the Union Rock Company on the San Gabriel River, about twenty miles east of Los Angeles, known as the Puente Largo, Rivas and Crushton Plants. This company now has a total daily output of 15,000 tons and a storage capacity of 11,

000 tons in bunkers on Slauson Avenue, Los Angeles, Brush Canon, at Home Junction and on Sixteenth and Twentieth Streets, Los Angeles. The new bunkers under construction have a capacity of 3000 tons each there being a total of 20 bunkers planned by this company to facilitate distribution of these commodities throughout Southern California.

One of the objects in establishing a system of distribution bunkers throughout this territory is to reduce the lengthy and expensive motor truck hauls as well as to expedite the deliveries. In the districts where these distribution bunkers have already been completed the truck hauls have been reduced to two and one-half miles and when their building program is completed it is hoped that no load will have to be truck hauled more than five miles. By the use of rail facilities from the quarries to the bunkers it should be appreciated that the shorter truck hauls will result in a material relief to traffic congestion on the highways as well as less destruction to the highways as a result of motor truck traffic.

Served by P. E.

A new quarry is under construction at Gravel Pit Station, located on the San Bernardino Line, by the Los Angeles Rock Gravel Company which will be served by the Pacific Electric Railway and will produce an initial output of 2500 tons daily and will gradually increase to 6000 tons daily

production. Other quarries served by the Pacific Electric are located at Porphyry, located near Corona, and at Colton. Rock quarried at Catalina Island will soon be available for shipping from Long Beach where it will be forwarded in cars by Graham Bros., whom will ship by barge from Catalina to Long Beach.

The Union Rock Company controls four sand, rock and gravel plants on the San Gabriel River, which are scattered along the river on 2000 acres owned and leased by that company. Five steam shovels are required for the operation of the four plants. These shovels are of various types. Material is excavated to a maximum depth of thirty feet, loaded into cars and hauled up inclined tracks to the crushers.

At the quarry rock is blasted and loaded by steam shovel into dump cars to be delivered at the crusher. This material is free of dirt and needs no washing. A maximum size of three inch is the result of screening, the finer grades consisting of 1½ inch, ¾, ½ and ¼-inch and rock fines.

Equipment Used

Equipment for crushing the stone includes Gates, McCully and Symons crushers, at least nineteen Symons discs being used in the five plants. All plants are supplied with the best labor and time saving devices and equipment. Crushers, screens, conveyors, and other machinery are driven by electric motors. Three pumping plants supply the large quantities of water which are used at each plant for wash materials.

Producing practically any grade of aggregate required for cement concrete, plastering, asphalt concrete and materials for ballast, the heavy tonnage is loaded from bunkers directly to standard gauge cars. Provision has been made for outdoor storage of materials at the plants to take care of overflow from the bunkers.

Weighing scales for railroad cars have also been put in at each plant, carload shipments rolling by gravity from under the bunkers where they are scaled and switched into trains for line-haul movement. The screen and washed products are then hauled by rail to distributing bunkers in various section of Los Angeles and Southern California, whence they are carried by trucks to the construction jobs.

It is said that ten million dollars are paid out annually to the producers of rock, sand and gravel which go into the construction of buildings in Los Angeles County. Approximately 15,000,000 yards of these raw materials are needed each year to meet the demands of local contractors. Figured in weight it takes approximately 60,000 tons of these natural products to meet daily needs. Cement, lime, rock, gravel and sand are the necessary ingredients in the making of concrete and to the large use of concrete in building work may be attributed this unprecedented demand for the raw products of mother earth.

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

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR



EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club, was held in the Committee Room of the Club on Wednesday, May 9th, 1923.

Upon roll call the following members were found absent: Henry Eggert, J. G. Rovai, L. J. McGrath, F. L. McCully, A. O. Williams, L. H. Covell, L. H. Tieman, L. F. Foegle, E. S. Donaldson, J. Richards, H. J. Allen, H. Preston, R. M. Hyde, C. V. Smith, F. B. Pattison, W. A. McCammond, C. Thorburn, L. A. Lovell, C. H. Burnett, O. A. Smith.

REPORT OF MANAGER

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

Balance 4-1-23\$1,105.12
Receipts 1,034.75

Total\$2,139.87
Expenses 44.77

Balance 4-30-23\$2,095.10
-----------------	-----------------

Relief Fund

Balance on hand 4-1-23\$ 380.77
Receipts 694.00

Total\$1,074.77
Paid out in relief 623.00

Balance 4-30-23\$ 451.77
-----------------	----------------

Unfinished Business

The matter of adopting a design for a Club button was again discussed and upon motion duly made and adopted it was declared the sense of the meeting that the Club should have such an emblem. Mr. Vickrey presented a letter from the Robbins Company submitting two designs, to cost 31 cents each in lots of one thousand. The designs were passed around for the inspection of the members of the Committee and upon motion adopted by majority vote it was decided to adopt the design bearing the legend, "P. E. Ry. Club."

New Business

A communication from the Children's Home Society of California, soliciting a contribution for the purposes of the Society, having been read and favorably commented upon, by motion unanimously adopted it was decided that the Club Manager be instructed to make a contribution of \$12 out of the Club funds to this Society.

Upon the reading of a list of Pacific Electric employees now in hospitals, it was suggested that in the future such reports show, in addition to the name of the employee, the division to which he belongs, and the hospital in which he is confined. A member of the

CLUB MOVIE PROGRAM

Friday, June 8:

Main feature: "Mr. Billings Spends His Dime," featuring Walter Hiers.

Comedy: "A Quiet Street." Harold Lloyd, in "Why Pick on Me?"

Friday, June 15:

Main feature: Gloria Swanson in "Prodigal Daughters."

Melodrama, "The Bar-Cross War."

Comedy, Hal Roach, "Shiver and Shake."

Friday, June 22:

Main feature: Mary Miles Minter in "Trail of the Lonesome Pine."

Aesop's Fables, "The Big Flood."

Comedy: Johnny Jones in "Broadcasting."

Friday, June 29:

Main feature: Leatrice Joy in "You Can't Fool Your Wife."

Pathe's Screen Snapshots. Hal Roach Comedy, "Saturday Morning."

Friday, July 6:

Main feature: "The 'Nth Commandment."

Comedy: Harold Lloyd in "Soft Money."

Friday, July 13:

Main feature: Thomas Meighan in "The Ne'er-do-well."

Hal Roach Comedy, "Fair Week."

Committee reported that there was a boy confined to the Pacific Hospital with fingers cut off, whose name had not been reported on the list secured from the Medical Department. This matter will have the attention of Mr. Vickrey, who was also asked to look into a case involving amputation of toes, reported by Mr. Pierson.

The present arrangement under which a nurse is maintained at the Shops was reported to be working well, although there was more or less objection on the part of the men to filling out an accident report after trivial mishaps. It was pointed out that the accident report is the employee's protection in event that apparently insignificant injuries develop into serious troubles and it was urged that these reports should not be neglected.

Mr. Vickrey was requested to take up with Mr. Annable the matter of having a lavatory installed at the end

P. E. CLUB BULLETIN

Monday, June 11:

Band Rehearsal, 8 p. m.
Chorus Rehearsal, 8 p. m.

Wednesday, June 13:

Operating Staff Meeting, 10 a. m.
Rod and Gun Club meeting, 8 p. m.

Thursday, June 14:

Moonlight dance in auditorium, 8:30 p. m.

Friday, June 15:

Northern Division Safety Committee meeting, 2 p. m.
General Staff meeting, 10 a. m.
Regular movie show in auditorium, 7:45 p. m.

Monday, June 18:

Band rehearsal, 8 p. m.
Chorus rehearsal, 8 p. m.

Wednesday, June 20:

All Division Trainmen's meeting, Assembly Hall, 8 p. m.

Thursday, June 21:

Regular club dance in auditorium, 8:30 p. m.

Friday, June 22:

Regular movie show, 7:45 p. m.

Monday, June 25:

Band Rehearsal, 8 p. m.
Chorus rehearsal, 8 p. m.

Thursday, June 28:

Jazz novelty dance in auditorium, 8:30 p. m.

Friday, June 29:

Regular movie show in auditorium, 7:45 p. m.

Monday, July 2:

Band rehearsal, 8 p. m.
Chorus rehearsal, 8 p. m.

Thursday, July 5:

No dance this week. Dances discontinued for the summer.

Friday, July 6:

Regular movie show in auditorium, 7:45 p. m.
Southern Division Safety Committee meeting, 2 p. m.

Monday, July 9:

Band rehearsal, 8 p. m.
Chorus rehearsal, 8 p. m.

Tuesday, July 10:

Western Division Safety Committee meeting, 2 p. m.

Wednesday, July 11:

Executive Committee meeting, 2 p. m.

of the Burbank line, the present facilities being insufficient and inconvenient.

It was the sense of the Committee that the Club subscription blank, now being printed in the Magazine, be continued therein as long as results warrant its retention.

There being no further business the meeting adjourned.

A BANDAGE IN TIME SAVES NINE



Employees of the Torrance Shops have at their disposal a professional nurse and first aid station equipped with every modern device for preventing slight injuries from becoming serious ones. This service was installed with the idea of encouraging employees to have minor cuts and bruises properly dressed before serious infection occurs.

I DON'T want to get well" may be the thought in the mind of William Blackmur, who is seen in the above picture while being given treatment for an injured digit at the new Emergency Hospital now maintained at our Torrance Shops. Miss Lenore Wilson, the Nurse in charge, is in the act of dressing the finger, and it is through her professional service that many minor injuries are prevented from becoming more serious ones.

Despite the fact that all the latest type machinery and modern safety devices are used in the shops, and the slogan "Safety First" is the rule urged, still minor injuries occur with considerable frequency. As Dr. Weber pointed out in his article appearing in the April issue of this Magazine, the employee has a tendency to discount the seriousness of minor cuts and bruises, and which may develop into

such a serious state that it necessitates the amputation of a leg or arm. It was with this thought in mind that prompted the management in placing a nurse and Emergency Hospital at Torrance, which installation was made in April, Miss Wilson taking charge on May 15th.

The hospital is equipped to care for all minor injuries or ills and has facilities for giving first aid in the more serious cases. Included in its equipment are operating tables, cot, electrical appliances for heating patients, and numerous other fixtures and supplies for rendering professional service. This, together with the services of a trained nurse, provides ample facilities to care for injuries, and employees are urged to avail themselves of the provisions at hand in all cases of sickness or injury, no matter of how slight a nature.

HALF RATE FOR EMPLOYEES DANCING AND BATHING

The employees of the Company are again reminded, now that the summer season is approaching, that they are entitled to special rates for themselves and dependent members of their families in the Redondo Beach Bath House—seven tickets for \$1.35—good at any time throughout the year.

These tickets can be obtained by the employee making application to the head of his or her department, who issues an order on the Superintendent at Redondo Beach Bath House. On presentation of this order at Cashier's office in bath house the book of tickets is issued in exchange for the order, the applicant paying \$1.35 for this book of seven tickets.

In the Dance Pavilion, employees have the privilege of purchasing 40 dance tickets for \$1.00, tickets being good at any time. Tickets can be purchased from Assistant Superintendent in Dance Pavilion during dancing hours on presentation of annual pass, coupon pass book or P. E. Club membership card as a means of identification. In both cases this allows the employee the privilege of bathing and dancing at half rates.

The same privilege is extended to all employees at Urbita Springs Bath House.

WESTERN DIVISION NOTES

By E. C. Brown

When Motorman Cullen and Conductor Roberts go on a fishing trip again, they should plan it right after pay day; then if their luck runs like it did on a recent fishing trip (they only caught one), they can resort to the "silver hook."

Conductors M. V. Berger and R. Leard have been placed on their new runs. They are very well pleased with the change.

The Elks Rodeo held at Santa Monica Canyon on Saturday and Sunday was well attended. Many of the Antlered Herd P. E. employees took advantage to enjoy the festivities with their Brothers.

Motorman Harry Delmar has just completed work on his pretty bungalow on Sunset Boulevard. He is to give a house warming soon and as many of "the gang" as can be accommodated will be invited.

The accident sustained by Conductor H. J. Hamilton has finally "done its do." Hamilton has completely recovered and has returned to work.

Trainmen of this division have expressed their admiration of the business-like, courteous and efficient manner in which Mr. B. Plant conducts the affairs of the Hill Street "Lost & Found" Department.

Charlotte Wells Retires



SURPRISED, sorry to lose her, but glad of her good fortune, were the many friends of Miss Charlotte Frances Wells, of the Executive Department, who severed her long period of employment on June 8.

Seventeen years of valiant service with this Company is the proud record of Miss Wells, who began her service in 1906 handling refund work at the ticket desk in the General Manager's office. In 1908 she took over the important duty of handling files in the Executive Department, which work she performed in a most creditable manner.

A Buick Coupe is a new acquisition to Miss Wells' comforts, which will enable her to obtain a maximum of enjoyment in the open so well earned and deserved. She will henceforth make her home in Altadena with her mother and aunt.

The important duties of Miss Wells have been assumed by Mrs. Mary Blackburn, who was promoted to the position from the Accounting Department, where she rendered valuable services for many years.

NOTES FROM WAREHOUSE By Daniel Sanchez

A vacation to his old home in Cananea, Mexico, is being enjoyed by Isidro Tellechea and his family.

A painful accident was sustained by Morris Saitla recently while handling freight; however, it is not expected that it will have a serious result. We hope his absence from work will be of short duration.

"There is no place like home"—at least that is what was probably in the minds of Joe Lopez and John Roy who just recently returned from their vacations. They both report a very pleasant time, all of which was spent at home.

"That's where the tall corn grows." That is the song that the Iowans sing and that is probably what Mr. Reynolds is singing now for he is back there on his vacation.

Building permits in Alhambra were increased by one recently when Mr. Q. T. Flood made application to build a home in that city of sunshine. That home building spirit seems to be contagious.

Our congratulations are extended to Mr. Louis Lipschulz who was recently promoted. "Time, patience, and perseverance wins all things."

The Design and Construction Of Automatic Couplers

Authority Explains Mechanical and Operating Features of Modern Day Equipment

In the accompanying article H. A. Crocker, mechanical expert of the Westinghouse Air Brake Company, gives a most instructive explanation of the design and construction of automatic car, air and electric couplers. Necessarily, the subject treated must be explained in a semi-technical manner and to the layman may appear a bit difficult to absorb. However, in the ranks of our 6,500 employes there are many engaged in mechanical and electrical pursuits who will welcome authoritative treatment of such subjects.

THE Westinghouse automatic car, air and electric coupler in service on 600 class cars, consists of a substantial steel coupler head attached by a proper size of pivot bolt to a cast steel yoke with suitable size of draft rigging applicable to weight of car and train service.

The head consists of a solid body steel casting having a suitable hook end and machined recess in its face to engage with the corresponding face of another coupler. The faces of these heads are so designed that even though the drawbar ends be considerably out of alignment in horizontal or vertical plane, they will always gather on coming together, automatically locking into each other. Back of the plunger, situated just below pivot bolt of coupling head and attached to the yoke of the draft gear, is a spring normally holding coupling head up in its proper horizontal position. This spring, however, admits of compression, thereby providing for the action taking place when the cars run through a sharp dip or over humps in the track. This provides ample vertical movement above and below the centre line.

Mechanical Operation

To couple or uncouple, the hooked ends of the two coupler heads slide into or out of each other about $1\frac{1}{2}$ " in a direction at an angle of about forty degrees with centre line or drawbar. The unlocking mechanism automatically prevents them from unlocking.

To prevent a side wear taking place when coupling or uncoupling, the two coupler heads when engaging each other in the first movement, as just explained, the faces of heads assume a straight together position. In coupling, the end of the latch engages with the machined surface of the opposite coupler, and as this is true for each of the two couplers as they join, they are doubly locked together. Therefore, if one of the latches be swung back out of service or disabled, that of the other coupler head would

serve to prevent the two couplers from pulling apart.

When it is desired to uncouple, the levers are pulled outward from the coupler heads when locked together the shoulder of the coupler head. This secures the mechanism in the unlocking position, and when the unlocking lever on each head is so placed cars may be separated. As just explained, the unlocking of one head is not sufficient, but both heads must be unlocked to permit uncoupling. The locking dog may be again set in uncoupling position by simply tripping the lever.

It is readily to be understood from the above explanation that the two coupler heads when locked together become as rigid as a single casting. Consequently, it is quite practicable to suitably mound in each head the outlets of the air pipes necessary for the type of air brake apparatus best suited for the particular kind of service desired. These outlets are provided with the ordinary gaskets of soft rubber to seal the joints and are quickly renewable with ease as service conditions demand. As explained before when the couplers come together their movement is nearly in a line perpendicular to the faces of air outlets, then coming together straight on so that these gaskets are subject to practically no wear.

Safety and Economy Features

Broadly speaking the coupling of cars together for train operation involves two most important points for consideration, that of SAFETY AND ECONOMY.

The matter of SAFETY always a vital element in all questions of transportation, here comprehends the factors of secure coupling of cars and elimination of personal danger to train crews. Economy embraces two factors of equal importance, the time required to make up trains and the cost of maintenance of the apparatus involved. These factors are realized in every way in the couplers just explained because all necessary connections between cars are made automatically.

From a safety standpoint the advantages are as follows: The element of personal danger of making up trains is eliminated, there being no need for a train crew to go between the cars, because the mechanical, pneumatic and electrical connections are all made simultaneously and automatically. When the couplers are locked together it is impossible to accidentally separate them while the train is in operation, due to unevenness of track, curve conditions, etc. Fur-

thermore, the safety factor of the air brake is maintained and increased in that unintentional separation of the cars will produce an emergency application of the brakes.

Accidental Uncoupling Prevented

Couplers are doubly locked together; if the latch of one should become deranged or defective, the other is not affected in any way, and it alone will prevent accidental uncoupling of the cars. The couplers are of the "tight lock" type, being held rigidly together so that all slack action is eliminated, the train moving as a solid unit without severe shock or possibility of damage to car apparatus, equipment or the standing load of passengers.

From the standpoint of economy there are many advantages. Time being saved because trains may be made up more promptly and congestion at terminals avoided. Delays due to failure of air or electric connections are eliminated, characteristic of train line jumpers and receptacle.

Maintenance is low because the coupler construction is most substantial and rugged throughout and as there is very little movement at pivoted point, and the wearing parts of same being hardened, consequently wear is practically eliminated.

The tight lock feature prevents relative motion between adjoining couplers, consequently there is no wear from this source. Any wear developing on the latches, due to coupling and uncoupling or years of service, is automatically taken up.

There is no expense for electric jumper, receptacle upkeep or replacement, wear and tear or hose connections is eliminated. There is less leakage of air from the brake system than when separate use of hose and connections are used, being a consequent reduced work imposed on the compressor.

The K-I-A Coupler in service on Hollywood cars is adapted for multiple motor, motorcar and trailer or train operation of three cars or more. The air and electric connections are complete in their operation by manipulation of circuit closing switches and cut-out cocks. The reverse movement of switches, cut-out cock and locking handles comprises the uncoupling operation, as they are entirely automatic in the coupling operation. The electric portion is mounted in the faces of coupler head, consisting of a group of nineteen contacts permitting the use of separate circuits as desired.

Self-Cleaning Feature

The contact faces are entirely within the contour of coupler head, being in a cavity back of its projecting nose and well protected from accidental contact with foreign objects. When coupling cars and at a point where the gathering and aligning surfaces have engaged, the contacts come together and are caused to rotate in opposite directions subjecting the surfaces to a rubbing action, thus removing all foreign material that might have accumulated in the way

ADVOCATES COURTESY AS AID TO LONGEVITY

"Courtesy is an aid to long life. The grouch is the man who fails to reach old age."

This was Dr. Claude H. Lashlee's challenge to the old adage that "the good die young," hurled at a recent luncheon meeting of the San Bernardino Kiwanis Club.

"The man who is courteous" says Dr. Lashlee, "is in a better frame of mind than the fellow who is not. I'll venture that no one ever heard of a cheerful dispeptic."

"You feel mean, you act mean, and your body functions in a grudging manner. The man with an ingrowing disposition becomes a subject for indigestion."

"His indigestion often follows his grouch instead of preceding it as we popularly suppose."

"Cheerfulness is always an aid to good health."

of dust particles, etc., making them practically self-cleaning, and providing good contacts of full carrying capacity without overheating. When coupled together the joint between electric portion is protected by means of a rubber gasket preventing entrance of moisture during rainy periods. All insulation material is of such character as to provide an excess of necessary strength combined with good insulating characteristics.

With this type of coupler it is necessary that circuit closing switches be provided and it is our recommendation that all circuits be opened so that connections on end of car will be dead. With battery circuits this may not be necessary, except with control circuits which must be opened before the cars are separated. For this reason the air cut-out cocks are so connected by suitable levers with the switch that when the air is shut off after uncoupling the switch is opened and when the air is turned on after coupling the switch is closed.

The coupler is so designed that it may be used in its complete form with the electric portion, or without, as desired to meet certain service conditions.

An adapter head can be furnished when desired, for use in cases where cars having a different form of coupler are to be operated at times with the Westinghouse couplers. The faces of this adapter head corresponds to that of the Westinghouse coupler head into which it is coupled. The opposite end is equipped with suitable socket and locking device to take care of the other form of coupler which may be in service. This obviously increases the adaptability of the coupler by making it applicable to any existing standard of service.

LONG BEACH CITIZENS LIKE OUR MT. LOWE RESORT

That the citizens of Long Beach are aware of the beauties of our Mt. Lowe resort is evidenced by the fact that Frank B. Clark, of the Passenger Traffic Department, has arranged another excursion through the Long Beach Chamber of Commerce to this popular resort for Saturday, June 9th. This is the third party excursion from Long Beach to Mt. Lowe conducted by the Chamber of Commerce during the past year.

Special train, or trains, as may be required, have been chartered to leave our Long Beach station at 9:00 a. m. and excursionists will be granted a party fare of \$2.50 per person for the round trip. The advance sale of tickets indicates a record crowd.

Mr. Clark will personally conduct the excursion up the mountain, as he has on previous occasions, and all arrangements looking to the pleasure and convenience of the excursionists are cared for in advance.

REDONDO BEACH NEWS

On May 1st a very successful May Day Novelty Dance was held at the Dance Pavilion. Mrs. Rockwell's pupils took part in an effective dance, featuring the plaiting of the May Pole and other dances.

Notwithstanding the fact that the morning of May 30th opened up gloomy and cold, there was one of the biggest crowds at Redondo Beach that has ever attended on a Memorial Day. The Elks Band headed the parade of the G. A. R., W. R. C., and school children, which formed at the Elks Club House and paraded down the principal streets to the municipal pier where the school children in an impressive manner threw flowers over the ocean in memory of our fallen heroes.

Program at the Music Plaza, which was presided over by Judge E. H. Miller, Post Commander G. A. R., consisted of fitting orations by well-known speakers, solo singing and flag drill by pupils of local schools.

The Grand Summer Opening of the season will take place on Saturday and Sunday, June 23rd and 24th. There will be an open sea swimming event, in which well-known Southern California swimmers will take part, a special parade in which local organizations will participate, featuring the opening of the North Beach promenade. In the evening a novelty ball will be held in the Pavilion, and one of the main features will be a big surprise in store for all ladies. Sunday program will consist of band concerts, soloists, vaudeville and other attractions.

The buildings on the water front are now being re-decorated. This, in addition to the new flood lighting system which is now being completed, will be a wonderful improvement to the water front.

TIMELY TOPICS FOR TRAINMEN

ALL trainmen have been more or less under observation in the past few weeks due to the shortcomings of a comparatively few in failing to maintain the proper standard of personal appearance. "Fine feathers make fine birds," and it is upon this assumption that the argument, not necessarily for "fine feathers," but for neatness in dress, is based. Uncle Sam knows the value of neatness and when one of his boys steps out he is closely shaved, hair well trimmed, shoes shined and clothes pressed. These men are the Government's representatives and in order to make a favorable impression, the Government insists, so far as neatness is concerned, that it be well represented.

Coming directly in touch with the public the matter of neatness among Trainmen is of vital importance to a railway as the patrons unconsciously form their impressions by the representative of the company with whom they come in contact. From the railway's point of view it is highly important that the impression gained by the public be a favorable one.

Generally speaking, the appearance of Trainmen of our Company reflects credit to our organization, but in a few instances it has unfortunately been necessary to request that certain Trainmen obtain new uniform or cap, keep shoes shined and collar clean, or to obtain haircut or shave. We all know and concede that it is not possible to keep spotlessly clean at all times, but there is little excuse for a man's general appearance to be such that it becomes necessary to request him to "brush up." If every man will take a good look at himself he will know in his own mind whether he is maintaining the required standard of appearance.

FREQUENTLY passengers are caused considerable annoyance and inconvenience through failure of Conductor to promptly notify Dispatcher of the issuance of Card Receipt Form P-34. The patron, following the instructions printed on card to present same for adjustment to the Passenger Traffic Department, Room 624, is naturally aggravated when compelled to wait while the office verifies the claim. It is highly desirable that patrons be enabled to have such claims adjusted with the least delay and Conductors will aid in this connection by notifying Dispatcher at the first opportunity after issuing Card Receipt.

"The points to remember in cases where Card Receipts are issued," explains Ralph Dimon, Ticket Agent, Passenger Traffic Department, "are to call Dispatcher at first opportunity, make an effort to obtain change from other Conductors on train, from passengers, or from agency stations or terminal points. Money collected in

this manner should be remitted by Conductor in the usual manner and notation made on trip sheet to cover.

"Conductors should, at all times, have a supply of these Card Receipts, Form P-34, on hand. They must be issued on request in addition to PCR receipt, or ticket issued, or when amount of fare collected is registered without passenger having to assign any reason whatsoever for requesting same. They must also be issued, whether requested or not, in all cases where passenger is likely to make application for refund of fare collected or transportation rejected.

"During a month's time there are many cases where passengers present Card Receipts for refund. In the majority of such cases the presentation is made within half an hour after issuance of Receipt. It is because of this reason that it is so important that the Conductor should promptly call the Dispatcher in cases where Card Receipts are issued, thereby subjecting passengers to as little delay and inconvenience as possible."

RECENT ticket collections of Conductors reveal the fact that many are in doubt as to what constitutes Southern Pacific 'local tickets,'" states C. E. Morlan, Traveling Passenger Agent of the Northern Division.

"This feature is thoroughly explained on original page 4-C of Local Passenger Tariff No. 817 and where doubt exists in the minds of Conductors regarding the proper honoring of such tickets, tariffs should be consulted."

Our Traveling Passenger Agents are available to Trainmen at all times and will be glad to explain any feature of their duties. It is the aim to make our tariffs as explicit as possible. However, when any doubt exists in the minds of Trainmen as to the proper interpretation of any tariff or provision thereof do not fail to consult the Traveling Passenger Agent assigned to your division. He will aid you cheerfully and be glad of the opportunity to do so.

ADISPLEASED passenger would up a letter of complaint about treatment he had been accorded on one of our cars by saying, "When Courtesy Week was over, it was a great relief to some of the P. E. men." Is it possible that any of us felt that courtesy was no longer needed after the close of that pleasant week? Courtesy brings its own reward fifty-two weeks in the year, and it is a mistake ever to forget it.

SOME trainmen are not reporting to Dispatcher when trolleys of their cars leave the wire. Such reports at times seem trivial, but on the sheet they give linemen a chance to find the bad spots and fix them, or they point to the defective trolley base so it may

be repaired. Make the reports and save future trouble for yourself and the other fellow.

INTERURBAN fare and ticket limits on the Sawtelle Line from points east of Sawtelle apply to and from Wellsley Avenue on Santa Monica Boulevard and Westgate (Federal Street) on the Westgate Line," explains J. E. Glancy, Traveling Passenger Agent of the Western Division.

"Some Conductors are permitting passengers to ride through to Cambridge and then collecting a 6-cent local Santa Monica fare, which permits a local transfer to Del Rey Junction. This is contrary to the tariff, as it breaks down the through fare to the beach. By observing the Wellsley Avenue limit the through fare to the beach will be 10-cents, with no transfer to Del Rey Junction.

"Passengers boarding cars within the local 6-cent fare limits of Sawtelle on Santa Monica Boulevard are allowed to ride to Cambridge; then by paying another 6-cent Santa Monica local fare a transfer to Del Rey Junction is permissible. These features are explained in the 4th revised page 8 Local Tariff No. 817."

BULLETIN EXPLAINS USE OF DOOR BY-PASS SWITCH

The following bulletin recently issued by Superintendent White of the Western Division explains the use of by-pass switch for door operation on 600-class equipment:

"600-class cars are equipped with a by-pass switch located over center door on opposite side from door switch.

"This switch should be in OFF position at all times except when doors become inoperative and car cannot be moved forward, in which case the by-pass switch may be turned to ON position after which car or train can be moved, but only on proceed from the conductor.

"Before operating in the manner explained above, motorman must turn HEAD AND REAR switch, on operating end, to read REAR which will extinguish the pilot light, and stop and start on signals from the conductor.

"By-pass switch must not be used under any circumstances except when its use is necessary on account of defective equipment."

SERVICE CHANGES

On the Inglewood Line, effective June 1, the following service change was made: car previously leaving Pier Avenue, Ocean Park, at 10:15 a. m., now leaves at 1:10 p. m. and car formerly leaving Inglewood at 10:55 a. m., is now scheduled to leave at 1:50 p. m. This change is effective daily except Sunday.

Teacher: Johnny, how old is a person who was born in 1894?

Johnny: Man or Woman?—Exchange.



It has been fourteen years since Conductor G. F. Link has seen his parents in Ontario, Canada. He will enjoy that pleasure shortly, however, for on May 26th Mr. Link left for an extended trip through the east during which period he will spend much of his time in his old home.

The accident chart has been placed at Macy to enable us to see where the greatest number of accidents occur so that extra precaution may be taken in that vicinity. The information to be gained is to the interest of the Company, the employees, and the public, and all Trainmen should consult the map frequently.

For endurance John Martin holds an enviable record. During 1919 he worked approximately 200 days without a day off. Some time ago he was forced to give us his Sierra Madre No. 41 run on account of sickness. He is now visiting relatives in New York from which place news has been received that he is recuperating fast.

In order to save time and delay by throwing trolleys, Motormen have been admonished by Superintendent Bradley to slacken the speed while going under the Macy Street Bridge on the outbound main line.

Many of his co-workers are saddened to hear of another misfortune that has befallen Conductor B. B. Ayres. After being incapacitated five weeks with a sprained ankle, he returned to work recently, only to again suffer the spraining of his other ankle. This will necessitate his being off from work another six weeks.

A soft answer turneth away (1st) wrath on the part of the passenger; (2nd) investigation by the Trainmaster; (3rd) correspondence by the Stenographer; (4th) trouble for the Conductor.

"Conductor forgot his monthly ticket report." That is the excuse that is often heard as to the cause in getting out the different reports that must be submitted to headquarters. The question was recently asked "Suppose he would forget his paycheck as often as he forgets his ticket report; what would happen?"

Benjamin B. Stein and Katherine Cecelia Rogers were united in marriage, June 5th at the All-Soul's Church, Alhambra. They left immediately for a short trip in the north, after which they will make their home in Los Angeles. Everyone knows "B. B." as our capable pilot on the

Mission Play Special and we all wish him and his bride the greatest of happiness.

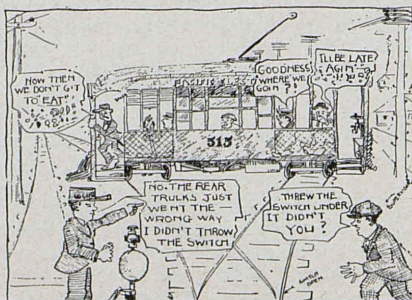
Calling the Roll At Macy

By A. A. GARTHOFF
Conductor, No. Div.

A SHORT time ago news came to my ears of a **STILL** up in the mountains where one could get a **STEIN** of the old stuff second to **NUNN**, equal in fact to that of the old days put out by **PABST** of Milwaukee.

So one morning as soon as it had become **LIGHT**, a **YOUNG** fellow who reminds me so much of the missing **LINK** that I will just call him the Monk, and I, with **STAFF** in hand, and our **NOBLE COLLEY** at our side, braved the April **RAINS** and set out in search of it.

The Monk was a **HALE** and **HARDY** fellow, quite a **WALKER** too, as it seems he has hiked a good **DIEHL**, and so by noon we found ourselves far into the **WOODS**. We hadn't put anything under our **BELT** for several hours so we stopped in the **LEE** of a **PEAK** and opened our knap-sack and to our amazement found that it contained only a couple **BOWLES** and some **ROGERS** silverware. How our wives expected us to live on that the **LORD** only knows, but I do remember that the Monk's wife had been **CROSS** and mine was in somewhat of a **HUFF** and they probably thought they would get even. Well, the **AYRES** sure turned **BELEW** for a little while but we finally decided that such **GRAMMER** would not help matters and that we had better get busy and **LANDIS** some grub. I found a fine **POOLE** nearby in a thicket of **HOLLY** and I could swear I saw a trout among the **REED**, but I **FEAR** I am not as much of a **FISHER** as **HARVEY WILLIAMS** or **PABST**. At



A Burlesque Miscarriage

any rate, this one was too **SLICK** for me.

Just then I saw the Monk fix his **GAZE** upon an object among the **LACEY** ferns on the opposite bank. I looked, and there was a little animal that looked like the pet which hangs around Macy. I thought it was a wild **CHESHIRE** cat, but the Monk contended that it was a **POLK** cat. I **FEAR** I was rather unprepared for the **FRAY** which followed, but I soon decided that I was certainly in the wrong **PUGH**. The details I dare not recount, but needless to say, our disappointment was **KEENE** in having to give up the search.

A friendly sign indicated that a few **MILES WEST** we could find a **COOPER** shop and upon reaching it we traded a few **NICHOLS** which the Monk had, and what **SCHECKELS** I had, ofr a couple of barrels and thus we made our way home.

ACCOUNTING DEPT. NOTES By Don Goldsworthy

R. Brewer of the "contracts" is now a daddy; mother and son doing nicely.

Effective May 8, this Department adopted the plan of a half hour lunch period, returning to work at 12:30, and leaving at 4:30 p. m. Besides being advantageous to the employee this plan offers some aid to the present 5 o'clock congestion.

Vacation time is here again with the following absentees and their respective choice of recreation:

- Mrs. Dale, to Redfield, Kansas.
- Mrs. Conrey, to Denver.
- Mr. J. L. Smith, at home, some gardening.
- Miss Bettis, New York.
- Miss Scott, Texas.
- Mrs. M. McDermott, a week at home.

The following changes in personnel have recently become effective:

Misses R. Skinner and S. Parks have been added to the Comptometer Bureau.

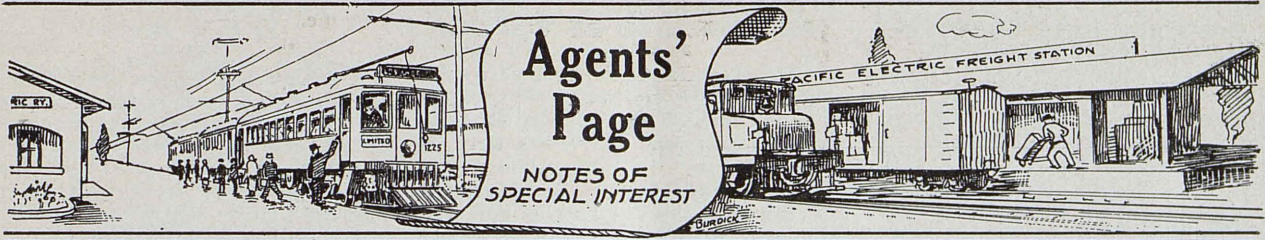
L. Anderson has left the service to accept a position with a local paving company.

Mrs. M. Blackburn transferred to the Vice-President's office, her position being filled by Mrs. Sodowsky from the Conductors' Accounts Bureau.

Andy Pedie back on the job again, while Henry Adams leaves to take up ranch life.

The former Miss Goss is now Mrs. Smith. Her Comptometer Bureau associates presented a table lamp to the happy bride.

The Stenographic Bureau employees were the guests recently of Miss Ward at a luncheon, followed by a theater party. Understand they saw a "Bad Man."



AGENTS' ASSOCIATION HOLD JOLLY OUTING AT HARBOR

One hundred and forty Agents, Asst. Agents and other employees of the Freight Department participated in an outing to the Los Angeles Harbor and Redondo Beach on Sunday, June 3. Dinner on the Steamer Yale, sight-seeing at the Harbor, bathing and dancing at Redondo, were a few of the highlights of the day's events. The following account of outing was submitted by T. J. Olliffe, Asst. Chf. Rate Clerk, Freight Traffic Department:

"On Sunday morning, June 3rd, a jolly band of members of the Agents' Association and their families, left 6th and Main Street Station at 10:15 a. m. to spend the day at Los Angeles Harbor and Redondo Beach. The trip down to the Harbor was a treat. We were enabled to see the vast industrial improvements along the line and one could hardly realize the improvements made and the industries started during the past six months. The men were busy at work on the refineries at Watson and on our way from Dominguez Junction we rode past three heavy trains of freight bound for Los Angeles and also several switch engines working about Wilmington.

"Upon arrival at Wilmington we met a number of members and their families who had driven down in their cars. Here we were greeted by General Agent Mee and Agent Mason at Wilmington, who escorted us to the Wilmington Freight Office. After Mr. Mason had explained the duties of his office force, we inspected the various warehouses and then went aboard a "tramp" steamer which was discharging and watched the loading of freight cars with the ship's tackle. We were met by Mr. Chandler of the Los Angeles Steamship Company who spread the glad tidings that dinner was ready on the SS YALE. After inspecting this elaborate steamer we were ushered into the dining saloon where a most sumptuous dinner was served.

"Following dinner, our party went to the Pacific Steamship Company pier and boarded a launch which took us all around the Harbor. The lecturer was well acquainted with the Harbor and pointed out the many sights of interest. We then went around the U. S. S. NEW YORK and Hospital Ship MERCY. Also reviewed a number of merchant vessels and had the pleasure of passing several submarines close up.

"Our party arrived at the Municipal Pier at San Pedro and next visited San Pedro Station, after which we boarded our special cars which were waiting to take us to Redondo Beach. Upon arrival at Redondo Beach, Mr.

DISCONTINUE P. E. RATE SCHOOL FOR SUMMER

At the last meeting of the Pacific Electric Rate School vote was taken and passed that the regular Tuesday evening meetings would be discontinued from June 1st until September 1st.

There were many interesting discussions regarding plans for reopening the Rate School in September and it was decided that during the vacation period a question box would be put up in the Club Rooms labeled "P. E. Rate School Question Box." All members are requested to use this box freely in asking questions regarding rate and traffic matters, as well as for suggestions regarding plans for the conduct and betterment of this school.

It is hoped that everyone interested will have many notes in the box when it is opened up each week by the Secretary. These notes will be given consideration every two weeks by the Rate School Staff and answers circularized.

COMBINATION RULE TARIFF CANCELLATION ANNOUNCED

Agents' attention is called to the fact that B. T. Jones' Freight Tariff No. 228, which publishes rules for constructing combination rates, is being cancelled effective Sept. 1, 1923, from Agent F. W. Gompf's Bureau Tariffs and local tariffs of lines in Pacific Freight Tariff Bureau Territory on all commodities named in the Combination Tariff, except lumber and forest products. After cancellation takes effect combination rates will be made by using the actual rates shown in the tariffs.

Pacific Electric Railway local tariffs never made reference to the Combination Tariff, but this is being called to attention so that combination rates made by use of Bureau and individual lines tariffs will be properly constructed. Bureau Tariff No. 31-F has recently been issued and contains this cancellation in Rule No. 17.

Squires arranged for complimentary bath house tickets for those who wanted to enjoy the water sports, and dance tickets for those who favored dancing.

"Everybody said they had a wonderful time and our hats are off to Mr. Squires, the Chairman, who arranged this gala outing."

U. S. RAILROAD FARES ARE LOWER THAN ABROAD

There is a widely prevalent belief in this country that the cost of railroad transportation is considerably less in countries of Europe than it is in the United States, and that belief has been encouraged by agitators for government ownership.

But the fact is directly contrary. Cost of travel by railroads in Europe is much in excess of that in this country. That is convincingly demonstrated by a comparison of fares over certain distances in the United States with fares over approximately the same distances in countries of Europe. For instance:

The fare from Jackson, Miss., to New Orleans, a distance of 183.1 miles, is \$7.13. The fare from London to Manchester, in England, 183.5 miles, is \$11.07.

The travel from Memphis to Vicksburg, 221 miles, costs \$8.59. From Paris to Liege, in Belgium, 228 miles, the fare is \$14.51.

Fare from St. Louis to Chicago, 294.2 miles, is \$11.24. From London to Carlisle, in England, 299 miles, it is \$19.59.

From Chicago to Fort Dodge, Iowa, 374.6 miles, the fare is \$14.89. From Paris to Geneva, in Switzerland, 375.9 miles, it is \$25.68.

From Sioux City, Iowa, to Chicago, 509.6 miles, \$20.15. From Paris to Biarritz, in France, 507.3 miles, \$32.60.

From Chicago to Memphis, 526.7 miles, \$21.15. From Paris to Milan, 522.5 miles, \$47.59.

From Chicago to Jackson, Miss., 737.4 miles, \$29.34. From Paris to Florence, 731.3 miles, \$54.45.

From Louisville to New Orleans, 787.4 miles, \$30.11. From Paris to Prague, in Czechoslovakia, 786 miles, \$93.13.

In the foregoing comparisons, the foreign fares are translated into their equivalent in American money, on the basis of normal rates of exchange.

COMPILING NEW RULINGS ON FREIGHT ROUTINGS

Our local Class and Commodity tariffs are being corrected, publishing under heading of "Application of Rates" instructions relative to routing traffic on lines of the Pacific Electric Railway.

These routing instructions should be complied with very closely. Similar instructions will be published in all Bureau Tariffs in which this Company participates.

UNION STOCKYARD DISTRICT GETS BUS LINE SERVICE

Four of our latest improved busses began operating through the Union Stockyard district, the new industrial center lying to the east of the city, on the morning of Friday, June 1. This rapidly growing region will henceforth be served by these busses with a twenty minute schedule during the morning and evening rush hours and with thirty minute service during midday and late evening hours.

The Los Angeles terminal of this bus line has been established at 20th and Long Beach boulevard, the route traversing the heart of the industrial district, extends on through Bell and terminates at Baker Avenue, Maywood. Thus workers and residents from both Los Angeles and the cities of Bell, Maywood and adjacent districts are afforded transportation to and through this industrial district where large forces of workers are employed. Of further advantage still is the fact that this new bus line connects with the Watts cars at 20th and Long Beach avenue, the Whittier line cars at Maywood Avenue, Bell, and also the Los Angeles Railway service at 25th and Santa Fe Avenue.

The fare charged is 6-cents from either terminus of the line to the Union Stockyards.

POWER ON SAN BERNARDINO LINE TO BE INCREASED

Power conditions on the San Bernardino line will be materially improved in the near future through the installation of additional equipment at the company's substations at Ramona and Vineland. The new equipment, alterations and additions to buildings entail an outlay of approximately \$100,000.

At the Ramona substation an additional 1000 Kw. motor generator set will be installed, while at Vineland the present 1000 Kw. set will be replaced with an improved 1500 Kw. automatic rotary converter. Additions to the buildings and alterations will be of concrete with steel fireproof roofs.

The installation of additional power is necessary to care for the present and increasing load requirements on the San Bernardino line.

P. E. MASONIC CLUB DOINGS

Members of the Pacific Electric Masonic Club journeyed to Redondo Lodge, at Redondo, on the evening of April 26th, and assisted in conferring the Master degree upon E. C. Thomas. Over sixty members were present.

Tuesday evening, May 15th, the Club conferred the Master degree upon O. B. Briggs, Northern Division Trainman, at Ramona Lodge, located at Monterey Park.

The Club meets at 8:00 P. M. on the second Tuesday of each month, at the Pacific Electric Club. All Master Masons in good standing are invited to become members.

PERSHING SQUARE TERMINAL SITE DECIDED BY VOTERS

Of extraordinary importance to the Pacific Electric and its employees was the outcome of the election of June 5th at which time the voters were to decide whether the City Council and Board of Park Commissioners should be granted authority to permit the Company to locate a subway terminal station under Pershing Square, it being stipulated that such construction should not interfere with the park surface. On account of the Magazine going to press on the date this election was held the outcome of the voters' decision in this matter was not available for this issue.

The tunneling under Pershing Square as a site for a subway terminal was recommended to the management by the City Planning Commission, Los Angeles Traffic and other municipal organizations and many civic bodies have officially expressed their approval of the project. This epoch in the solution of traffic congestion in Los Angeles was agreed to by our management, provided the citizenship so desired, in which case it would become necessary to revise grade plans of the so-called Hollywood-Glendale tunnel to conform and connect with subway down Hill Street to Pershing Square. The Pershing Square terminal will permit of unlimited extension of subways in several directions as required in future years, with loading and unloading stations at strategic points distributing passengers throughout the metropolitan center.

Tunneling down Hill Street with terminal under Pershing Square would constitute the first link of a comprehensive subway system in Los Angeles susceptible of unlimited expansion, removing cars from street surface and allowing for a maximum of traffic distribution with a minimum amount of congestion. Plans have been completed for this huge undertaking and actual work on Hollywood-Glendale terminal is scheduled to begin within the comparatively near future.

PASADENA "PICKINS"

By P. H. Riordan

Although the busses have been in operation in Pasadena for less than a month, their popularity is proven by the increase in the number of patrons riding them daily. Three of these high-class busses are in service, the operators on the day trick are Messrs. Poston, Russell and Dickinson. The night men are Messrs. Hayward, Dorsey and Stellisch. One bus is held in readiness for emergency service. It may be said in this case that "Service Satisfies."

Much beautiful scenery and many interesting experiences came to Switchman Joe Rovai recently when he took an extended automobile trip through Southern California. San Diego seemed to hold the principal lure as it was in this city that he spent the greater portion of his vacation period.

"Every Day in Every Way" some folks get better and better. Come on, let us try it on Walker, with a broken arm, Cole with a sprained arm, and Lee and Kellogg who are recovering from operations.

Such bad omens as bomb explosions, murders, and conflagrations seem to have no ill effect on Motorman M. Donahue who has just returned to work after several weeks spent in Mexico.

On the night of his arrival in Mexico City he was awakened by a bomb explosion which damaged the American Consulate in that city. Shortly afterwards he came in contact with a party removing the bodies of several Italians whom smugglers had murdered and thrown into the Rio Grande. Then to cap the climax, he passed through Mexicali while that city was undergoing a disastrous fire. He reports, however, a very good time in Mexico City and during his stay there witnessed a beautiful floral parade patterned after our Tournament of Roses.

COMPARISON OF ACCIDENTS DURING APRIL, 1923 AND 1922

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922	
Interference with vehicles	129	112	145	106	218	145
Collisions and interferences with cars.....	7	5	28	8	19	3
Persons struck by cars	10	6	6	3	7	3
Derailments	13	5	33	20	19	3
On and off moving cars	22	25	19	14	13	31
Miscellaneous	32	16	51	22	40	24
Total	213	169	282	173	316	209
Increase		44		109		107
		1923		1922		
Interference with vehicles		492		363		35.5 Increase
Collisions and interferences with cars		54		16		237.5 Increase
Persons struck by cars		23		12		91.7 Increase
Derailments		65		28		132.1 Increase
On and off moving cars		54		70		29.6 Decrease
Miscellaneous		123		62		98.4 Increase
Total		811		551		59.9 Increase

Mechanical Dept. Notes

By Willis J. Brooks

Everything and everybody at the Shops these days are so busy that there is hardly time to follow up such news items as may arise. However, we dutifully made our regular monthly round and gathered in what there was in the way of shop news.

Back in the Mill we noted the new White truck for the P. E. Camp just about completed. The truck will have a flat platform for freight hauling and detachable seats for passenger hauling and will make a desirable addition to the Camp service.

In the Paint Shop we learned with regret that the wife of C. G. Nelson has been taken to the hospital in a serious condition with possible blood poisoning.

Our sincere sympathy to James Beckerley, whose wife recently passed on. Mrs. Beckerley lost consciousness in Los Angeles and never regained her senses.

Joe Tindall in the Cabinet Shop didn't know any news either, but we do nevertheless. Saw Joe making garden the other day out under some walnut trees in his orchard in Gardena. Believe he was planting melons, fellows. It's right along the right of way. Ought to be ripe in August. Nuff Sed!

Over in the Freight Shop we noticed a number of 4300 class cars recently overhauled and they were surely as good as new. The draft arm timbers were spread to nine inches, allowing sufficient clearance for the couplers to take shorter radius curves without damage to the equipment.

Turning back to the boiler room we bumped into George Steadman. George plays in our P. E. Band. Perhaps you hadn't heard, but our band captured a mighty fine trophy cup in the musical week lately passed. Besides Mr. Steadman, there are Messrs. Beagle, Vreeland, Zahradnick Stamm and Van Fleet, all Mechanical Department boys playing in the band.

Things were quiet in the Machine and Blacksmith Shops. Everyone too busy to stop and sound for news. In the Winding Room, however, we found color. You all remember Florence Abrams, a mighty popular and charming young lady formerly in the Winding Room. Well, we understand that Vincent Villenave has recently bought a home in Torrance. Of course, there may be nothing to the rumor, but we certainly wouldn't blame him.

Friends of Miss Lillian Bailey, formerly of the Winding Room will be interested to know of her marriage

on May 24th to Mr. Frank Hughes. Immediate friends were present and took advantage of the occasion to shower the bride with useful presents. Our best wishes and congratulations.

New Slotting Device

Under old method of slotting commutators the resulting mica and copper dust was blown off into the air and there held in suspension. Breathing this mica dust was a constant source of irritation to the throat and lungs. The fertile brain of Asst. Foreman Hide, of the Winding Room, has perfected a method whereby the dust is drawn into a sack, much the same as in a vacuum carpet sweeper. The shop air line is used and a partial vacuum created with an inlet at the cutting wheel of the machine.

Another Old Timer Passes

The death of Robert W. Austin on May 24th, marks the passage of another of our old employees to his final resting place.

We all loved this fine old gentleman who was always ready with a helping hand or a friendly word of caution. The "Judge" entered the service in 1906 as an electrician, having previously been with the L. A. P. Co. He was born in 1852 in New York City.

Space does not permit a biography of his life, which would be interesting as he lived through many and varied experiences.

URBITA SPRINGS ATTRACTS LARGE OPENING CROWD

On Sunday, June 3rd, the Grand Summer Opening took place when one of the best amusement bills, ever staged in the Park, was presented to the public. The program featured a band concert by the San Bernardino Elks, fancy diving in bath house by Professor Ray Henderson's pupils, four big-time vaudeville acts, wandering troubadours and a Clown "Snookums," laden with gifts who gave the kids a hilarious time. The dance hall was well patronized during the afternoon and evening, and the bath house came in for its fair share of support. The weather was delightfully warm and there was one of the biggest opening crowds on record in attendance.

The summer schedule at this popular Park in the Orange Belt will be as follows:

Park open daily 8:00 A. M. to midnight.

Bath House open daily 8:00 A. M. to midnight.

Dance Pavilion open Wednesday evenings and Sunday afternoons and evenings.

Free Vaudeville Show every Sunday and Holiday.

General admission to Park Sundays and Holidays, 5 cents.

Pacific Electric passengers free, obtain your pass coupon from conductor on car.



A scene near our site on Lake Arrowhead



Yes, and Soon

"The time will come" thundered the lecturer on women's rights, "when women will get men's wages."

"Yes" said a weak little man in the back seat, "next Saturday night."

Sayings of Great Men

Lincoln: "Teach economy. It begins with saving money."

Wilson: "Economy and everything that ministers to economy supplies the foundations of national life."

Franklin: "Save, young man, and become respectable and respected."

Hanna: "If you want to be anything in life or in your community, save your money—and begin to do it right away."

Gladstone: "A boy that is taught to save money will rarely be a bad man or a failure."

Wannamaker: "No boy ever became great as a man who did not in his youth learn to save money."

Washington: "Economy makes happy homes and sound nations. Instill it deep."

Roosevelt: "If you would be sure that you are beginning right, begin to save."

Garfield: "It is the men and women who pay attention to small savings that become wealthy."

Hill: "The seed of success is not in you if you can't save money."

Culinary Hints

When you cream butter and sugar for a cake a very little cold water will make the creaming easier.

Spinach cooked, chopped, seasoned and molded is extremely wholesome served with an egg sauce.

After potato cubes are fried in deep fat, sprinkle with chopped parsley and pimento. They are delicious this way.

Dates cut lengthwise, seeds removed and filled with nuts, then rolled in granulated sugar are very tasty and also rich in nutriment.

Dry celery seeds crushed to powder with an addition of salt makes an excellent celery salt.—Exchange.

Toast to the Ladies

At a dinner of firemen recently the following toast was offered: "The ladies! Their eyes kindle the only flame which we cannot extinguish and against which there is no insurance."

I know of no truly successful man who is not a reader—Forbes' Epigrams.

Cholly—"You know, last year the doctor told me if I didn't stop smoking I would become feeble-minded."

Grace—"Why didn't you stop?"—Lyre.

A Bad Beginning

She—When we go anywhere now we have to take a street car. Before our marriage you always called a taxi.

He—"Exactly. And that's the reason we have to go in the street car now."—Boston Transcript.

Bright and Snappy

Teacher—Name a common conductor of electricity.

Bright Student—Why-er-er—
Teacher—That's correct. Now tell me the unit of measure of electricity.

Bright Student—The what, sir?

Teacher—Correct again. Very good.—Exchange.

Untimely End

"Phwat's become av' Mike Rafferty?"

"Poor felly, he mistook an auto horn fer the noon whistle, an' stopped wuork crossing the strate."—N. Y. Railways Magazine.

The stock market is inhabited by three common animals—the bull, the bear and the goat.—Exchange.

Remember the teakettle. The more it gets in hot water the more it sings.—Exchange.

Why He Laughed

The two taxicabs met in a head-on collision, but when the rescuers reached him underneath the tangled mass the lone passenger was grinning broadly.

"Look, Look!" he giggled as they drew him out. "The darn meter is busted!"—Exchange.

"I know of no problem exceeding in importance this one of transportation. Government ownership does not offer the cure. It was government ownership that brought us to the very order of things against which we now rebel, and we are still liquidating the cost of that supreme folly."—Dr. Frank Crane, in "The Globe," New York.

Ever try to crack a smile
When ye'r feelin' glum?
Er when ye'r all out o' sorts,
Jes' to whistle some?
Ef y' do, fust thing y' know
Y' won't feel so glum,
Things'll kinder jes' clear up,
An' the sunshine come.
When ye'r sky is black?
Ever try to look for flow'rs
Growin' long yer track?
Ef y' do, fust thing y' know
Sky'll jes' git blue,
An' ye'll see jes' lots o' flow'rs
Smilin' up at you.
Ever try to look content
Carrie Jacobs Bond.

YOU'LL BE OLD YOURSELF

Not enough respect is paid to old age.

We are not kind enough, not tolerant enough with the weak and infirm.

We are annoyed at the slow-moving person who checks our speed when we get on or off a car or train.

We are exasperated when an elderly person holds up at the ticket-office window because failing eyesight makes counting change a slow process.

We are displeased when a middle-aged or older person sitting in a seat with us moves about frequently because one position soon tires him.

The discourteous treatment given elderly people by the majority of persons is surprising and distressing.

We are all going toward that age when younger generations will have as much cause to be annoyed by our actions as we have to be annoyed by the actions of old people today.

Perhaps they have but few more years to live and why should not those who are of younger years make the time as happy and comfortable as possible? — Houston Chronicle.

GOOD RULES FOR MOTORISTS

Here is some good counsel for motorists issued in leaflet form by the Chesapeake and Ohio Railway:

LOOK

When approaching highway railroad crossings, slacken speed so that you can look in **both directions**.

If not absolutely certain that a train is not approaching, **stop and listen**, as buildings, trees, shrubbery, darkness or curves, may prevent you from getting a clear view of tracks in both directions.

It may take a little time to stop and listen, but by doing so you will insure absolute protection.

DOUBLE TRACK

If there are **two** or more tracks, and a train has just passed on either track—**do not hurry across**—be sure that another train is not coming on one of the other tracks.

THINK

Think what the certain results will be if you try to beat the train across the track—**and fail**.

OBEY THE LAW

If there is a law, requiring you to **stop** before crossing the tracks, **always obey the law**; by so doing you will probably be a good citizen for many years after the violator of the law is forgotten.

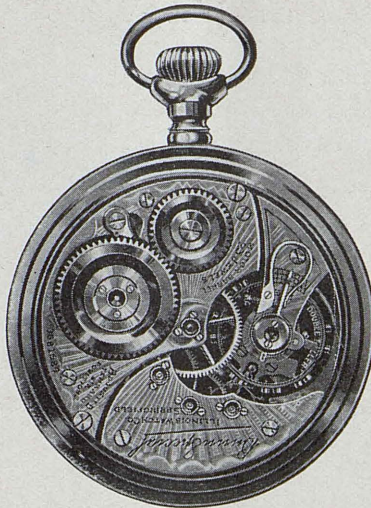
Less Danger

Bacon—Saw you walking on the railroad track yesterday. Don't you think that is dangerous?

Egbert—Not as dangerous as the streets. You know, automobiles are not allowed on the railroad tracks.—Yonkers Statesman.

A
1923
TIMEKEEPER

NONE ARE BETTER
Than This Celebrated
"BUNN SPECIAL"
16-size 21 Jewel
6 Position
Watch—



Ask the man who
wears one about the
100% service this
watch gives.

V. A. CORRIGAN CO., INC.

J. E. Adams, Mgr.

Main 2492

631 So. Main St.

Los Angeles



Founded 1858

The Pacific Mutual Life Insurance Company of California

Issues the

"PACIFIC DISABILITY POLICY"

Sold Exclusively to Electric Railway Employees

Pays Accident Indemnity as long as you live for accident that totally disables **Pays** Illness Indemnity for confining illness as long as you live.

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

Agents are located at the following points:

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

WM. L. THOMAS, Superintendent

J. R. Dougher, Assistant Superintendent of Street Railways

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

Los Angeles
Hollywood
Long Beach
Pasadena
South Pasadena
Eagle Rock
Highland Park

SECURITY TRUST
& SAVINGS BANK
SAVINGS COMMERCIAL TRUST

Resources over
\$180,000,000



Glendale
Santa Monica
Burbank
Lankershim
San Pedro
Huntington Beach
Montebello

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine".

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
		\$46,702,254.22

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	
		\$46,702,254.22

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

OFFICERS

J. A. GRAVES
 President

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

**ASSOCIATED
 OIL COMPANY**
 SAN FRANCISCO

For over a quarter of
 a century the name "As-
 sociated" on Petroleum
 Products has been syn-
 onymous with highest
 quality.

Newton Moore

**OFFICIAL WATCH
 INSPECTOR**

for

Pacific Electric R. R. Co.

And

Southern Pacific R. R. Co.

*Very best service offered in Repairing
 and Adjusting of Railroad Watches*

301-2 O. T. Johnson Bldg.
 Cor. 4th and Broadway

**American Drug
 Company**

Pacific Electric Building
 6th and Main Sts.

Eastman Kodak Agency
Finishing Deliveries
Twice a Day

Try Our
Soda Fountain

Cigars Toilet Articles Candies