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Historical Bells of San Gabriel Mission

Just California

By JOHN STEVEN MCGROARTY

Author of The Mission Play
Now Playing at San Gabriel



TWIXT the seas and the deserts,
'Twixt the waste and the waves,
Between the sand of buried lands
And the ocean's coral caves,
It lies not east nor west,
But like a scroll unfurled,
Where the hand of God hath hung it,
Down the middle of the world.

It lies where God hath spread it,
In the gladness of His eyes,
Like a flame of jeweled tapestry
Beneath His shining skies;
With the green of woven meadows
And the hills in golden chains,
The light of leaping rivers
And the flash of poppied plains.

Days rise that gleam in glory,
Days die with sunset's breeze,
While from Cathay that was of old
Sail countless argosies;
O'er the giant, new born West,
Best of all the lands God fashioned,
'Tis this land is the best.

Sun and dews that kiss it,
Balmy winds that blow,
The stars in cluster diadems
Upon its cheeks of snow;
The mighty mountains o'er it,
Below, the white seas swirled—
Just California stretching down
The middle of the world!

Eastern Cities' Experience With Autobus

Supplanting and Paralleling Car Lines In Eastern Cities Proves Unsatisfactory and Is Destructive to Electric Carriers

EXPRESSIONS received in reply to queries as to the success of bus transportation both in joint operation with street cars and exclusively indicated that entirely successful use of this mode of transportation for local service is limited to feeder service and as a developer of sparsely settled districts. The Los Angeles Times, in response to inquiries made where the experiment has been tried reproduced lengthy articles, all of which showed the lacking qualities and destructive features of bus transportation, either as a sole carrier or parallel competitor.

The success of busses in New York City has been favorably commented upon so frequently that the trivial volume of traffic carried has been lost sight of. "At the present time they carry only 4.7% of the total traffic," says the Times' correspondent, "and could not begin to handle the traffic in New York."

"For the year ending June 30th, 1922," the report continues, "2,590,000-000 passengers were carried by electric railways and 128,000,000 on busses. It is estimated that more than 18,000 busses would be required to carry all the traffic. The Fifth Avenue Coach Company now operate 300 busses and the municipal lines about as many more. The Coach Company now operate 300 busses and the municipal lines about as many more. The Coach Company is limited to 300 busses on Fifth Avenue by congested traffic conditions. Traffic congestion in the downtown sections is already a serious problem and it is physically impossible for 18,000 busses to operate. John A. Beeler, Consulting Engineer, reported to the transit commission that busses could not replace street cars, much less rapid transit lines."

Difficult to Control

There is but one street in Baltimore where the paralleling of electric lines is permitted, it being established before the Legislature gave the Public Service Commission jurisdiction over such matters. "Ever since the parallel competition was permitted," points out the article from Baltimore, "these operators have been a thorn in the side of the commission, because of the lack of responsibility

and the difficulty of controlling them.

"A large number of applications have been made to the commission to establish bus lines in co-operation with the electric railways, but have been rejected because the railway company is barely making enough to live on, that it can be depended upon for service and would be against the commission policy to allow a number of bus lines to come in and skim the cream off the company's business.

"At the same time the commission has found that it is almost impossible to regulate bus lines so as to compel them to give service when it is most needed, as at times of storm or bad weather, or when business is very dull. It has been the experience in Baltimore that a street car line cannot

with busses, as follows: "We have made an exhaustive study of the motorbus systems of the United States and find that while motorbus lines are a great aid in moving the traveling public, it is a mistake to allow them to supplant traction companies. In order to carry the thousands of passengers now transported daily by the traction company, there would have to be a continuous string of motor busses, which would demoralize traffic. In fact this very thing is in evidence in London right now. They cannot handle crowds. This was proven in Detroit's recent street car strike.

"Two Michigan cities, Saginaw and Bay City, have been without street car service for many months, following refusal of those municipalities to

grant an increased rate of fare to the traction company. Both towns have been compelled to depend entirely upon bus service. Evidence that the latter method of transportation is not proving satisfactory is furnished by the fact that negotiations are being opened in both cities for the resumption of street car service.

"Busses were given a trial in Kalamazoo for a week as a substitute for street car service on one line and a referendum election was held to determine whether bus lines would supplant the regular street car service. The electors voted in favor of retaining the trolleys."

The bitter experience of Des Moines in endeavoring to supplant street cars is told in three short paragraphs. The "cream skimmers," as jitney busses were dubbed, were soon discarded. Here is the story from Des Moines:

One Near Sufficient

"There are no busses operating in Des Moines and indications are that the city never again will try the bus experiment. The city had one year of busses and the experience was anything but satisfactory. The Des

Moines city council licensed six busses Dec. 21, 1920. This number increased until there were forty-seven busses in August, 1921. At that time they were competing with most of the main street car lines. They charged a 5-cent fare, while the street car charged 8 cents.

Field of the Motor Bus

SEeking to learn the practical experience of large eastern cities with motor bus transportation and to what extent such service can be depended upon in the efficient handling of large volumes of local traffic within cities, the Los Angeles Times recently published a series of replies to queries sent broadcast.

Answers received indicated that invariably disastrous results followed efforts to parallel or supplant existing street car lines. A short experience with busses alone for local service conclusively proved in several cities the fallacy of claims sometimes made that the street car had served its period of usefulness. Business depression, depreciation of realty values, traffic congestion, increased accident toll, as well as dependable service, especially during the winter months, soon convinced the public that street car service is indispensable to the needs of a progressive city.

Moreover, the paralleling of existing street car service proved equally destructive, experience showing that resulting curtailment of revenues affected the ability of the electric lines to give adequate service and make or attract capital necessary for line extensions.

As is generally conceded, the motor bus can serve an important function in the transportation field—that of acting as a feeder to electric lines and use into comparatively sparsely settled districts where the volume of traffic is not sufficient to justify the installation of rail service.

be operated profitably when paralleled by a bus line.

"The bus lines could not possibly handle the local travel if the street cars were done away with."

Congestion Follows

Ross Schram, Acting Manager of Detroit's municipal street cars, contributed the experience of that city

"Street car service was suspended Aug. 2, 1921, as bus competition was forcing the street car company to operate in the red. The busses increased rapidly until there were ninety in operation. However, transportation facilities became so unsatisfactory and proved so thoroughly inadequate that in December, 1921, the city council barred the busses from the car lines. This proved to be the death blow to the bus men. Restoration of car service was the signal for a steady decline in the number of busses and in less than eight days bus service was suspended altogether.

"As operated here the busses were virtually a parasite. They not only operated on the car line streets, but also made it a practice to dispatch busses just ahead of the cars to pick up persons awaiting street cars. This proved a dangerous practice and car and bus collisions were not infrequent. Nobody but the rankest bus supporter ever admitted that busses could handle the entire transportation problem of the city. If it were possible the fact remained that given the great number of busses necessary to handle the car riders, the congestion in the downtown streets would have been unbearable."

ORANGE SHOW DRAWS LARGE P. E. EXCURSION CROWDS

The Orange Show at San Bernardino attracted two unusually large special excursions from the Santa Monica bay district and Long Beach. The former movement occurred on February 22nd, Washington's Birthday, and required four special cars to handle the crowd of 225 excursionists from that district. The Santa Monica Municipal Choral Society accompanied the expedition and rendered concerts afternoon and evening which were well received.

The excursion from Long Beach occurred on Friday, February 23rd, and required five cars to handle the 250 persons attending. Excursionists from Long Beach were accompanied by the Long Beach Municipal Band who rendered a concert during the afternoon. Both of these excursions were conducted by the local Chambers of Commerce, advertising details and other features being handled by the Solicitation Bureau of the Passenger Traffic Department, who were instrumental in arranging the outings.

The excursion from Long Beach is to be followed by another outing to Mt. Lowe on Friday, March 9th, a special train being scheduled to leave that point at 9:00 a. m. Early indications assure a crowd of 200, conditions being favorable.

"Government operation does not afford the cure. It was government operation which brought us to the very order of things against which we now rebel, and we are still liquidating the costs of that supreme folly."—President Harding.

Accidents Show Large Increase

Greatest Care Necessary to Cope With Careless Auto Drivers

By GEO. H. GRACE,
Chief of Efficiency Bureau

WE ARE having too many accidents. What can be done to reduce the number? There is but one answer, MORE CARE! While this admonition concerns our passengers and the public at large, as well as Pacific Electric employees, it is directed chiefly to the latter, and particularly to our trainmen.

A review of our accident statistics for the past four years discloses a steady increase in casualties involving trains and cars. The total for 1920 increased 29.3% over 1919; the total for 1921 was 9.3% over the preceding year and the increase for 1922 over 1921 was 11.4%; while a comparison between 1919 and 1922 shows an increase of 57.5%, a situation which must be heeded.

By far the greater number of accidents is that classed as "Collisions and Interferences With Vehicles," the percentage of all accidents for the several years being approximately as follows:

1919	51%
1920	54%
1921	58%
1922	63%

The Cause

The primary cause of this large class of accidents must be considered as due to the great increase in population and the consequent increase in the number of automobiles and trucks moving through the streets and highways, resulting in an almost continuous traffic congestion from daylight to dark practically every day in the year.

In addition, the lack of adequate traffic regulations has brought about a situation where nearly every motorist assumes the right to precedence over every other vehicle with apparently an utter disregard of consequences, with the result that automobile casualties in Southern California are unusually frequent and disastrous.

This, then, is the situation that we are confronted with, the careless, reckless automobile drivers, and in order to offset this lack of care on their part, we must use more care on our part.

Motormen know the situation thoroughly and it is in your hands to keep these automobile mishaps at a minimum.

Do not take a chance of collision under any circumstances, and always sacrifice speed for safety.

Use your gong and whistle when ever needed; the state law requires that adequate warning be sounded

before reaching a highway crossing and continuously sounded until it is passed; it is contributory negligence not to do so.

Eternal Vigilance

Operate under absolute control in congested areas, and always make allowances for the possibility of a slick rail.

Be more than vigilant when the streets are wet; in addition to a bad rail imposing extra caution on your part to avoid locked wheels, the situation as regards the automobile is infinitely worse, and you should be prepared to stop at the first indication of an automobile out of control and beginning to skid.

There are more people here now than last year; also more automobiles and many more careless drivers. There are more street cars, more interurban trains and more frequent service; and naturally there are more hazards of accident, more opportunities for some one to take a chance.

It is quite evident, in fact, that there is "more" of nearly everything which might contribute to a casualty involving traffic, and following the same line of reasoning the exercise of MORE CARE will help very materially in relieving a bad situation.

ORDER PLACED FOR TEN NEW ELECTRIC LOCOMOTIVES

Announcement of the proposed purchase of ten electric locomotives was made late last month by Mr. Pontius. The new equipment, delivery of two of which is to be made within 60 days, is to be of the latest improved design and will represent an expenditure of \$475,000. The remainder is expected to be in service early in the summer. The new locomotives will be of the 60 ton type.

Purchase of additional motive power was made necessary through the large increase in the volume of freight traffic, especially at the Los Angeles Harbor. During 1922 records show that approximately 20% more tonnage was handled than during 1921.

In addition to purchase of locomotives, the Company now has in course of construction freight car equipment aggregating an expenditure of \$1,750,000. This equipment, delivery of which will shortly commence, consists of 400 dump cars, 300 box cars and 150 flat cars.

Digging wells is about the only business where you don't have to begin at the bottom.

AUTOBUS DELUXE ADOPTED AS P. E. STANDARD



After several years of investigation on the autobus above, equipped with every modern improvement for comfort and reliability of service, has been adopted as the standard type for use by Pacific Electric wherever this class of service is installed. Three of these busses were recently put in Alhambra local service.

SEVENTY busses which were ordered on February 16th are contemplated for use in Pasadena and other points adjacent to our lines as feeders and temporary transportation service pending development of traffic sufficient to justify the installation of rail service. As Mr. Pontius pointed out in public statement, there are many districts in Southern California where additional service is necessary, but the volume of traffic now available does not justify the expenditure of the heavy costs involved in rail line installations. The needs of such districts will be amply supplied by service of busses.

After several years of intensive investigations as to the type of equipment best suited to the variable weather and road conditions encountered throughout Southern California, the busses ordered are to be used as a standard for this service, embodied in them being many improvements designed to insure reliability and comfort.

The most striking feature of the new busses is the grace and harmonious contour of the body, which is set unusually low on the chassis, giving the appearance of a large touring car. In many respects the busses are equipped like modern street cars, be-

ing fitted with every improved appliance and safety device. Among some of the noteworthy features of the new equipment are: Latest type of dual pneumatic tires; air bottle shock absorbers, assuring comfort of passengers; sliding window curtains; buzzer stop signals; unusually low step and wide entrance; electric dome lighting and extra large and roomy seats which seat two passengers.

The seventy busses ordered will cost approximately \$8,000 each, or a total of \$560,000, and delivery has been promised to begin in April. The bodies are to be built at our Torrance shops.

TRAINMEN MAKE GOOD 1922 RECORD ON SIGNAL TESTS

Trainmen of the Pacific Electric maintained during 1922 a record of safety rule observance unsurpassed by any electric railway in the United States, according to records recently compiled in the office of the General Superintendent. During the year a total of 35,682 "surprise signal tests" were made of which 99.16 per cent were observed and proper action taken.

For the benefit of those who are not familiar with the object of these tests, the following will explain:

Surprise tests are made with great

frequency at various points on Pacific Electric lines for the purpose of determining whether trainmen are observing safety rules governing safe operation of trains. Without warning a train crew is confronted with or hears a safety signal in the form of a fuse, torpedo, flag, lantern, switch light or interlocking signal. Tests checking the speed over intersections and within restricted speed limits are also made. The action taken by crew when test is made is noted and recorded and if according to instructions, the crew member who is delinquent in his duty is disciplined by demerits against his record, or if the failure indicates negligence, dismissal may follow.

The tests made by the Pacific Electric on trainmen, numbering more than 2,000, are similar to those made on railroads throughout the United States and have been made by our company with increasing regularity since August, 1911.

He'll Get Ahead

A want ad for an office boy brought many applicants. One little fellow gave the young lady at the information desk a scribbled note for immediate delivery to the boss, which when opened read: "I'm the last kid in the line. Don't do anything until you see me." He got the job. He used his head.—Exchange.

Economy Urged in Conservation of Power

Employees Point Out Many Opportunities For All to Effect Large Saving by Little Effort

THE brief articles which follow, prepared by several heads of departments, show how employees of the individual departments can contribute substantially to the reduction of power costs. This is one item of conservation in which practically all employees can contribute and with co-operation from all a very considerable reduction in our yearly power bill will be effected.

The following was prepared by Mr. F. L. Annable, General Superintendent, which shows how employees of the transportation department can aid in reducing one of our greatest items of expense:

"The power bill of Pacific Electric Railway for the month of January, 1923, was \$138,728.08. This represents the amount paid for power purchased for the operation of cars and for lights and power in shops, buildings, etc. This expense amounted to \$4,475.00 per day during the month of January.

"Dealing in such large sums, it is hard to realize that any action on our part can have an appreciable affect in controlling or reducing this expense. It must be remembered however, that this is but a total of a large number of small items, and the reduction or elimination of any single item has its effect on the total.

"All of us who pay electric light bills at home, appreciate that by turning off the light we are stopping the expense. Therefore, when we go from one room to another or when we retire at night, we turn out the light. If we are operating electric heaters, we do not permit them to run when the temperature is raised to a comfortable point. The wife cuts out the current on the electric iron when she is through with her work. So, in the operation of Pacific Electric, we should remember to turn out the lights during daylight; cut off the heaters when the temperature is at a comfortable point, and by coasting to the maximum amount, reduce the power bill.

Value of Coasting

The item of coasting alone amounts to several thousand dollars saving each month. In fact, it has been proven theoretically and practically by our own records that an increase in coasting of one per cent decreases the power bill one per cent. Coasting records which are compiled and posted semi-monthly, give a fair idea of the Motormen who are efficient in this line. They are carefully scrutinized by the Superintendents, and every Motorman is gauged in a large part by the results he obtains in this direction. Proper handling of heaters and lights, both car lights and

OUR POWER BILL

CHECKING into the power bill of the Company we were startled to learn that this item in 1922 increased 55% over 1918 and only 9% greater volume of electricity was used, which reflects the large rate increase we are now paying. In 1922 our power bill was \$1,511,311, as against \$979,588 in 1918.

Next to wages, electrical energy is the second item of greatest expense in connection with the operating costs of an electric railway. The tremendous volume of electricity used has a tendency to make us careless in its conservation. However, we should bear in mind that our Company purchases electricity by meter, just as we pay our light bills at home each month.

Without any great effort on our part employees of the Pacific Electric can reduce the annual power bill of our company by thousands of dollars. Just how we can do so the heads of several departments have explained in the accompanying article.

station lights, by conductors and station employees, is essential to economical operation.

Mr. F. E. Geibel, Asst. Mechanical Superintendent, submits the following for observance of mechanical department employees:

"While the largest power bill is incurred by the operation of cars and locomotives, the Mechanical Department, is to a large degree, responsible for economical operation and saving in car operation. We cannot ask for economical handling of the equipment and fall down on the job ourselves. In the choice of new equipment much study is necessary for the selection of proper motors and gear ratios for the given service. High speed cars in frequent stop service and over restricted speed districts not only waste energy but time. Slower speed cars with higher acceleration or quicker pick up, as we say, will make the schedule much easier with a great saving in energy over the high speed car and allow plenty of coasting time. Of course, that is the office job and the office is very busy now making tests and studies of our older equipment to improve the operation and reduce the energy consumption.

"The shop's job is to turn the cars out in proper condition. Tight air systems, correct assembly of motors, proper setting of brush holders and close adjustment of groups and relays are all important for economical operation. Leaky air systems cause excessive running of the pumps. This is a big factor in freight operation. Improper assembly of motors and poor brush setting decrease the efficiency of the motors. Sluggish groups and relays allow too much running on resistance points. All energy consumed in the resistance in starting is a total loss.

"The car house has the maintenance job. Clean equipment, good adjustments, free running brakes and good lubrication all help to keep the power bill down. Watch the lights, heaters and pumps when the cars are tied up. Yes, sometimes the other fellow overlooks turning off the heaters.

"Now our own power bill. It is not so small either—shop and car house lights and power. Air valves left partly open or leaky, shop machines running idle, all waste the 'juice.' And about the lights—they are on a switch. You found it to turn them on—turn them off as soon as they are not needed."

"For every kilowatt saved at the point of use," points out Mr. S. H. Anderson, Electrical Superintendent, "two are actually saved at the source or point of purchase." Explaining this feature for employees of his department Mr. Anderson says:

"Opportunities exist in many directions as will be self-evident in our daily duties if due thought is given the matter, to reduce the amount of electrical energy consumption, without in any way affecting the efficiency of operation. And while the saving affected in each individual case may appear inconsequential, the aggregate saving will be very material.

All Current A. C.

"We must bear in mind that all of the electrical energy purchased for the operation of the system is in the form of 15,000 volt A. C. current, and that all costs and losses in connection with the transmission, conversion and distribution of the electrical energy at the voltages used, must be borne by the Pacific Electric. The net result is that for every kilowatt hour delivered to the system at 15,000 volts A. C., but one half of that amount is available at the point of use; or in other words, for every kilowatt hour saved at the point of use, two are actually saved at the source or point of purchase."

Mr. E. C. Johnson, Chief Engineer, thus explains how engineering department employees can aid this movement in the varied fields of his department:

"The saving of electricity in the engineering department affects numerous scattered locations and several sub-departments.

"The assistant engineer in the bonding department requires not only the close cooperation of his immediate employees, but also that of trainmen, dispatchers, section men, bridge men, track walkers and others in promptly reporting broken bonds, giving briefly the exact location and exact nature of troublesome bonds. Routing of the bonding equipment over the shortest route with the least interference with traffic is one of the greatest savings on the energy consumed in the equipment, and also the energy lost at a location where a break occurs.

"In the signal department, although the consumption of energy is cut down to a minimum, the towerman and maintainers can do their bit by keeping in mind that lights in the various towers and building should not be left burning during the day light hours.

All Can Help

"In our various maintenance shops each employee can feel a personal interest in our campaign of 'juice saving' and see that all motors are shut off when the various pieces of equipment operated by the motors are not in use.

"In our bridge and building department where motors are used in pumps, mixers, etc. and banks of lights used on night jobs, careful and watchful handling of such equipment will aid toward the general saving we are striving for.

"In our spacious well lighted offices having the east frontage, we can bear in mind that 'Old Sol' was on the job long before the 'Mazda' came into existence and the little cord with the brass button on the end and the little switch near the door, within easy reach were placed there so that during the daylight hours we can save the electrical energy.

"We have not as yet perfected the transmission of current by wireless so we can each bear in mind that our illuminating 'juice' is operating a meter the same as in our homes."

The following from Mr. C. H. Burnett, Manager, Real Estate, Taxes & Resorts, is applicable to not alone employees of his department, but to practically all of us. Says Mr. Burnett:

"Because electric current is so plentiful, and because most employees never see the bills, some of us get into the habit of thinking that it costs very little. This is a mistake.

"The Company's power bill is enormous, and it is the duty of every employee to save current whenever and wherever he can. The ways to

DATA FOR REFERENCE BOOK TO APPEAR IN MAGAZINE

IT is the intention each month to print a column of useful information and tables for the benefit of the employees in their daily work, and suggestions are desired from all interested as to what should be included in the column. If there are any engineering, wire or other tables or data that you wish printed, consideration will be given to your request as far as the limitation of the space assigned will permit.

This feature in the Magazine will be handled each month by Mr. L. H. Appel of the Electrical Department, who originated the idea, and all communications on the subject should be addressed to Mr. Appel.

Miscellaneous Units

Acre—43,560 sq. ft.—208.710 ft. sq. (length of each side of square)—4046.87 sq. meters.

Acre foot (irrigation)—43,560 cu. ft.

Board foot—1 sq. ft. x 1 inch thick. Less than 1 inch thick is customarily counted as 1 inch thick in board measure.

Centimeter—.01 meter—0.3937 inches.

Cord (of wood)—4 ft. x 4 ft. x 8 ft.—128 cu. ft.

Gallon (liquid U. S.)—231 cubic inches—4 quarts—8.345 lbs. (water).

Kilogram—1000 grams—2,204.62 pounds (av.)

Kilometer—1000 meters—3280.83 ft..

Knot or nautical mile—1.15152 statute miles (U. S.)

Meter—3.28083 ft. (U. S.)

Mil, circular—.000001 circular inch.

Mile—5280 ft.—1.60935 kilometers.

Water, 1 cubic foot weighs 62.42 pounds.

save current for the Company are exactly the same as the way you save it at you own home. This may be summarized as follows:

First. TURN OFF LIGHTS AND MOTORS WHENEVER THEY ARE NOT NEEDED. It is not much trouble to turn them on again.

Second. If there are any places where lamps are being used that are larger than necessary, bring them to the attention of proper authority, with a view to substituting smaller ones.

Third. If there are any places where current can be saved by a different arrangement of switches, bring this to the attention of proper authority so that it may be determined whether the expense of the proposed change is justified by the prospective saving.

WHY DO WE ADVERTISE?

By GEO. H. BLYTH,
Advertising Manager

"Tell me not in mournful numbers advertising is a dream, for the business man who slumbers has no chance to skim the cream. Life is real! Life is earnest. Competition's something fierce, if for dividends thou yearnest, learn the party thrust and pierce. In the business field of battle, molly-coddles have no place; be not like dumb driven cattle, be a live one in the race. Lives of great men all remind us we must bring the bacon home, and departing leave behind us footprints on another's dome. Let us then be up and doing; still achieving, still pursuing—advertise to get the mon."—Exchange.

THE above quotation, clipped from an exchange, contains a lesson which we, as members of the Pacific Electric family, may well afford to let "soak in" to our mutual advantage. The last five words of this quotation tells you why we advertise.

Considerable money is spent each year in calling to the attention of the people of Southern California the fact that we operate frequent and dependable service between all the important cities and towns within a radius of 75 miles of Los Angeles and that it is a much safer and more economical mode of transportation than operating an automobile under present-day traffic conditions. Also, that our three sight-seeing trips—the Great Mt. Lowe Trip, Orange Empire Trolley Trip and Old Mission Balloon Route Trolley Trip—provide a pleasant and economical way for visitors to see the many interesting sights of our beautiful Southland.

Illustrated folders giving full particulars in relation to these trips are issued and distributed for the information of the traveling public. All Pacific Electric employees, especially those who come in daily contact with the public, should make it a point to read and digest this information so as to be in a position to help stimulate traffic.

As a former railroad man has said, "The business of transportation is like every other business in that it has something to sell. That 'something' is transportation—transportation of goods or persons."

That is our business, selling transportation and the more we sell the better off we will all be.

A South-East Romance

A man from the East boarded a street car in the South.

A Southerner got up to give a lady his seat.

The Eastern man beat the lady to it.

The body will be shipped back East for burial.—The Nashville Tennessean.

ROD & GUN CLUB MINUTES

Monthly meeting of the Pacific Electric Rod and Gun Club held in the Assembly Room of the Club on February 14, 1923, was called to order at 8:25 p. m., with President Gropfert in the chair. Twenty-five members of the Club were noted present.

Secretary reported a total membership of 463, which included 8 new members whose applications were submitted and approved.

Treasurer Wooderson reported:

Cash on hand\$145.95
Shells and blue rocks 71.70
Sale of shells 3.20

Total\$220.95

The following honorary members were voted upon and elected to membership, pending the sanction of Messrs. Pontius and Annable:

Mr. Stewart Welch, Sporting Goods and Hardware Merchant of Pasadena, introduced by Messrs. J. W. May and L. R. Spafford.

Mr. G. W. McGuire, Manager, Sporting Goods Department, Army and Navy Store, introduced by L. R. Spafford.

Mr. Lawrence Spooner, Manager, Sporting Goods Department, New York Hardware Co., introduced by L. R. Spafford.

Mr. B. F. Manley, acting as spokesman for Mr. Eugene Adams, Manager of the V. A. Corrigan Co., presented to the Club the sparkling silver cup which had been donated by him as a trophy to the winners of shooting contest held over temporary trap installed at Redondo, on the last Pacific Electric Picnic Day event, the winners of this wonderful cup being H. Smith, F. L. Manley, K. L. Orfinger and A. B. McLeod.

After inauguration of officers, announced elsewhere in the magazine, the President made the following appointments for the year, 1923:

Field Captain, Rod and Reel Section, J. W. May; Field Lieutenant, Rod and Reel Section; F. J. Oriva; Field Captain, Gun Section, H. L. Wiggam; Field Lieutenant, Gun Section; B. F. Manley; Purchasing Agent, L. R. Spafford.

Mr. Manley announced that the next regular monthly blue rock shoot would be held over the Vernon Traps on Sunday, February 18th.

It was suggested by Mr. Spafford that the day of each blue rock shoot be known by the name of the person donating the prize or prizes for the event. After a general discussion it was decided by those present that this should be adopted.

Mr. Spafford suggested that some suitable emblem of recognition be established among the Rod and Gun Club members. Mr. Adams of the V. A. Corrigan Co., offered to furnish the emblem to members at cost. After a general discussion it was decided that this matter be carried over to the following meeting.

ORANGE SHOW DRAWS LARGEST CROWDS IN HISTORY

THE long contended theory of superstitious persons regarding "thirteen" being the significance of disaster was disproved by the unparalleled success of the 13th National Annual Orange Show held last month at San Bernardino. Residents of San Bernardino and others who have witnessed these classical exhibitions from their inception were unanimous in stating that this year's exhibition far exceeded in brilliancy and in every respect any previous show offered. This conclusion is strengthened by the record breaking attendance of 215,000, by far the greatest number ever passing through the turnstiles of Southern California's annual classic.

Outstanding among entertainment features this year, and no doubt largely responsible for the tremendous attendance, was the engagement for the period of the show of the Santa Monica Municipal Band as the official musical feature. The press and public were loud in their acclaim of the merit of concerts rendered and many visitors were influenced in attending the show several times through the opportunity of hearing this collection of artists. Weather conditions during the entire period of the show were ideal, not a single rain being recorded and balmy spring days prevailed every day during the pageant.

The task of judges in selecting the prize winning exhibits was intensified due to the high standard of the diversified entrants. The fact that an entire 24-hour period was required to decide the sweepstakes winner between the entry of Fresno, whose Old Dutch Windmill will remain in the memory for many years, and Riverside, the beauty of whose Moorish Market Place caused many to admire and marvel, are worthy examples of the problem of judges in awarding prize winners. The final selection was in favor of the Fresno entry and the decision proved a popular one.

Being the only corporation of Southern California to enter an exhibit, the Pacific Electric's entry was not a competitive one, but the distinctive beauty of our display appealed strongly to the judges and a special cup in recognition of its merits was awarded. The splendor of our entry will be seen in the center of the group picture on opposite page.

PLANS FOR P. E. BALL TEAM ARE PROGRESSING NICELY

Our announcement in the last issue of the Magazine regarding the organization of an official ball team to represent the Pacific Electric in league competition, brought forth hearty response from twenty-five prospective team members.

During the month a meeting of those desiring to join the team was held and Mr. Chas. P. Hill was unanimously elected manager. Team uniforms have been ordered and equipment is now available for the initial practice games to be scheduled during March. Mr. Hill and Mr. Bertelson are now arranging the entry of the team into one of the city leagues being formed. Challenges for practice games have been received and are being entertained from the Pasadena Firemen and the 160th Infantry team.

Initial practice is scheduled to be held on the grounds of the Harvard Military Academy, 16th and Western Avenue, on Saturday, March 10th and Mr. Hill is endeavoring to secure the use of these grounds permanently.

It is not yet too late for those desiring to join the team to put in their application and those wishing to become team members should immediately get in touch with either Mr. Hill, Mr. Vickrey or Mr. J. A. Bertelson of the Accounting Department.

NORTHERN DIVISION NOTES

By P. H. Riordan

Congratulations are being extended to Motorman H. Hood upon the arrival at his home of a baby daughter. Mother and child are doing nicely.

We are glad to note the presence of Motorman L. F. Hunt after quite an extended absence due to an injured foot.

Switchtender Corey is still confined to the hospital due to injuries received in a recent traffic accident. He is doing nicely and invites his friends to call on him.

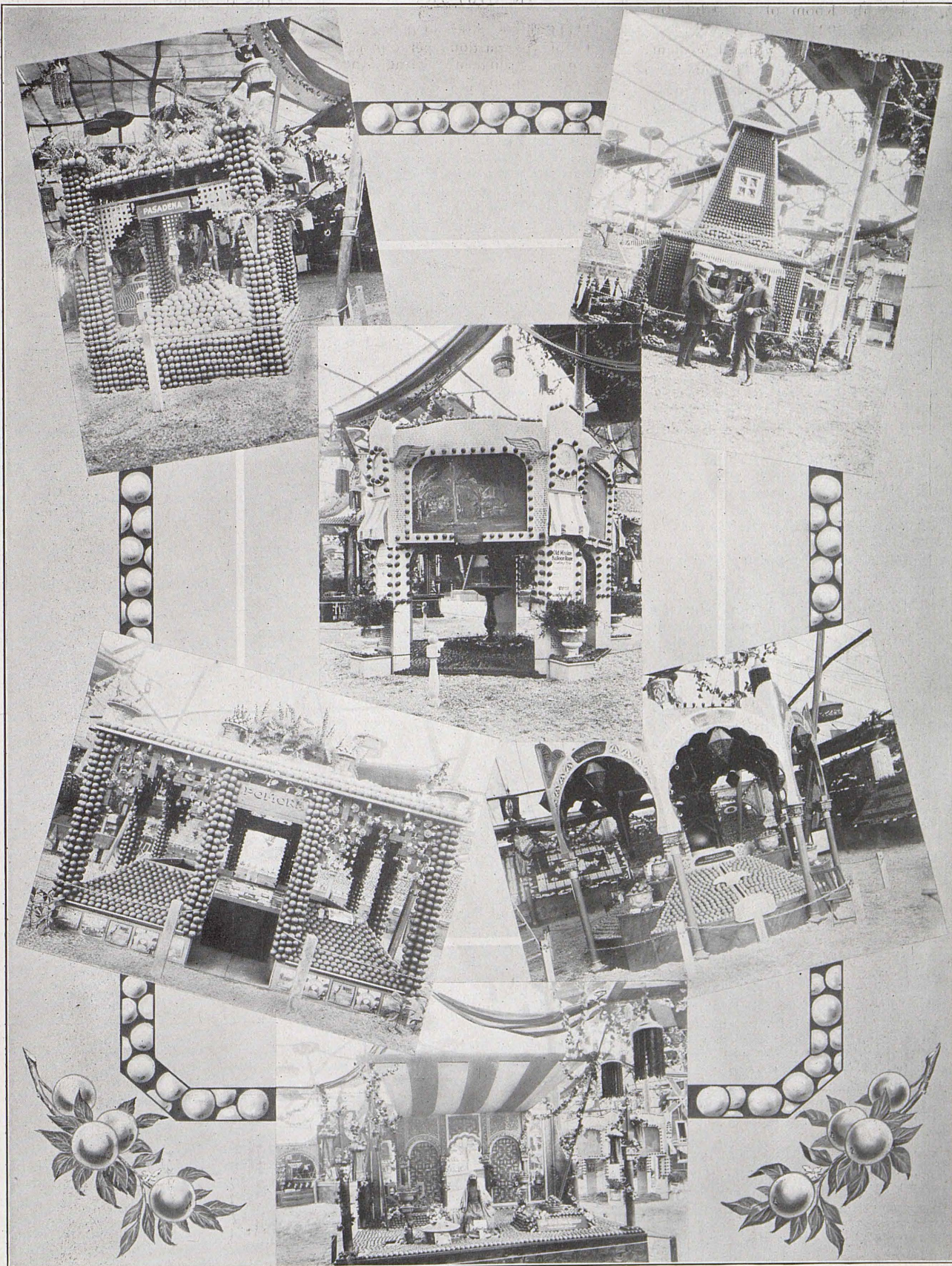
Our sincere sympathy is extended to Assistant Trainmaster Smith due to the recent unfortunate passing of his father.

There is always something worthwhile at the Trainmen's meeting and more of us should be present. Attendance has fallen off a bit recently. Let's endeavor to make a better showing.

The following trainmen have bid in our new runs: Motorman Swanson for express run; Motorman Taxler for night run on Pasadena Short line and Motorman Truett wants a new run.

A smile gets a smile; a frown a frown; and discourtesy usually springs from the seed of discourtesy sown.

ANNUAL ORANGE PAGEANT PRIZE WINNERS



THROUGH THE CAR WINDOW

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

SOME people look at things; others see them; a few see through them. In which class are you? It is so easy to spill the old, stereotyped phrase, "I'll look into it," or "I see the situation." And, of course, it is not so convenient to "see through" the game; it would be up to you to prevent Mr. Tricky Man from putting it over, and that would mean effort on your part. Who is it that is "getting by" you?

SOME street-car conductors," says the Los Angeles Times of February 22, 1923, "are worth their weight in gold. The other day I heard a woman bawling out one of these faithful servants of the public because, she said, he had carried her a block past the point at which she wished to get off the car. The conductor didn't say a word. He just smiled—and it was not a sarcastic smile, either. And the poison that fell from that woman's lips had no effect whatever on the atmosphere in the car. The conductor's smile seemed to transmute the poison into perfume."

TWO conductors on the Western Division (we will not shame them by giving their names) were visiting and we heard one of them tell how he had backed a train to allow a woman to get on because she was a little back from the track and the motor-man had not seen her in time not to run by. The woman was very thankful to the conductor and insisted that he accept a dollar from her as a token of her gratitude because he had not left her behind. She explained that it was almost vital that she catch that particular train.

IT IS hard to believe, but it is the truth, that we heard the other conductor say that such things as that were foolish and that people were being spoiled by such treatment and by frequent service. He must be crazy. Does it spoil him if a person shows ordinary courtesy and consideration? Does it spoil him if he pays for something and gets what he pays for? If it does, we think he is easily spoiled. If this conductor lives and acts in line with his expressed attitude, he is no doubt responsible for much of the trouble the gentlemen conductors on this road have to smile at.

WE WILL venture to say that the observer who wrote in the Los Angeles Times, that "the conductor's smile seemed to transmute the poison into perfume" was not "spoiled." We will take a chance that the writer who said "some conductors are worth their

weight in gold" is not "spoiled." We cannot believe that the person who refers to our trainmen as "faithful servants of the public" is "spoiled." Oh, no; such honest and well-deserved tribute does not come from "spoiled" persons. If the person was "spoiled" he would be too lazy and selfish and discourteous to say a good word or do an accommodating turn to a fellow-human.

DID IT ever occur to you that if you were spending your own money, and had to dig down for it your own self, instead of "The Company" doing it, you would be more careful how you spend it? You might not be so free in presenting it to others, and hatching up some scheme to get it across with the proper signatures, etc., so that it would look O. K. to the Boss. You would probably not be so satisfied in your mind to look on and see time and material wasted and stolen. You might be a little less assured about just how large an amount of overhead was inevitable.

OF COURSE, when one gets a promotion one has a right to feel that they are on the way to a bigger job; in fact, the officials with lesser spheres of responsibility may naturally cast eyes upon the more important posts. We wonder if every one takes an occasional private inventory of one's self? Checks up, so to speak, on how he is making delivery. It might be a good idea for each of us to say, on occasion, when one has a job to do, "now, Mr. Pontius is a man of accomplishment; I wonder if I can do this thing like he would do it."

OR, AFTER we have gone out and handled a duty, ask ourself "I wonder if I have done this thing like Mr. Shoup would have done it? He is a big man, and has succeeded in his undertakings." Quite likely you will find that the answer is "no," unless you are one of the few who have learned that to get the Boss's job you must perform like a Boss. There is a time when your responsibility is great enough that you can stand on your own ideas; and certainly a man without an idea, or initiative, is not much good. But ordinarily it is a good plan to mould your budding ideas after the Boss's style and to get behind his idea and make it a success, instead of trying to "do it your way."

AFTER all, the ultimate success of most of us in Our Family is more or less bound up in the success of our own Bosses; therefore we ought to bend our energy to the success of their efforts. Yet every few

LEADING RAILWAY OFFICERS STARTED CAREERS HUMBLY

The frequently repeated statement that the railway business offers the greatest opportunity for advancement from the humblest to the highest ranks is well borne out in a recent article appearing in the Railway Age, showing the beginning positions of twenty-five officials of the country's leading railways.

Most of these officers began their careers in a very humble capacity, attaining their present ranks after many years of intensive service. The tabulation below shows the class of work at which they entered railway service and the age at which they began their railway careers:

C. R. Gray, telegraph operator, 15 years old.

C. H. Markham, track laborer, 20 years old.

H. E. Byram, call boy, 16 years old.

J. E. Gorman, office boy, 14 years old.

C. E. Schaff, brakeman, 15 years old.

E. Pennington, warehouseman, 21 years old.

J. Kruttschnitt, engineer on construction, 24 years old.

William Sproule, freight clerk.

R. S. Lovett, local attorney, 24 years old.

Daniel Willard, track laborer, 18 years old.

W. T. Noonan, office boy, 14 years old.

N. D. Mayer, surveyor's clerk, 17 years old.

Hale Holden, attorney, 38 years old.

T. M. Schumacher, telegraph operator, 17 years old.

L. F. Loree, assistant engineer corps, 19 years old.

S. M. Felton, rodman, 15 years old.

E. J. Pearson, rodman, 18 years old.

W. B. Storey, axman, engineer corps, 20 years old.

B. F. Bush, rodman, 22 years old.

Howard Elliott, rodman, 19 years old.

Samuel Rea, engineering corps, 16 years old.

E. N. Brown, rodman, 16 years old.

A. T. Dice, flagman, engineer corps, 19 years old.

Charles Donnelly, attorney, 24 years old.

A. H. Smith, messenger.

days we hear some short-sighted fellow apologize for doing his duty by saying that "he hates to do it, but the Boss says it must be that way." Why should he hate to do a thing that is right? Why should he lay the responsibility off onto someone else? What would he do if he, himself, happened to be the Boss? Whom would he lay it off onto, then? Well, if he don't change his way, he won't be Boss and will not have to meet that problem, because Bosses, like barrels, have to stand on their own bottoms.

ACCOUNTING DEPT. NOTES

By MARY BLACKBURN

The first of March ushered in several changes in the Accounting Department, occasioned by the resignation of Mr. Thompson and Mr. Dee Bach. Mr. Thompson "struck" oil on his ranch at Santa Fe Springs several months ago, but waited to see if it was going to be worth while, before leaving this Company's employ.

Mr. Dee Bach was a "lucky one" at Signal Hill recently, and he has accepted a position with the Maier people in their office at Long Beach. Jack Carver has been given Mr. Dee Bach's desk and from the speed he has exhibited in the early morning hours he has evidently made some good resolutions.

Bill Keelin is gracing the sale order desk, and so on down the line, each one worthy of advancement, has been placed according to their merits and seniority.

We are all glad to see Miss Mildred Thompson back at her desk looking so well and happy after her long siege of illness. Several others have been out of the office with attacks of severe colds, and we are glad to see at this time that all are back at their desks apparently suffering no ill effects.

Mrs. Andrew Dempsey, better known as May Barlow, was a recent visitor to the Accounting Department renewing old friendships and receiving hearty greetings.

WESTERN DIVISION NOTES

By E. C. Brown

Motorman H. Gerlach, our champion fisherman, proved his prowess recently at Redondo Beach when he landed a 200-pound bass.

This division has a quartette of real ability, being composed of Motorman J. Fair, L. S. Jones, J. McLaughlin and B. Lewis. They have been invited and will shortly display their talents at the P. E. Club.

Trainmen of this division have formed a baseball team and desire games with other Pacific Electric teams. Address Manager, J. Fair, Hill Street Station.

Motorman J. Brown delivered a few of his clever recitations at the Community Chorus Club meeting last week and was well received.

Conductor E. Sutton is back at his post after having spent a pleasant 30-day vacation in Arizona and Texas.

Congratulations are in order to Conductor W. B. Dixon of Sherman, he now being the proud father of a baby son. Mother, "dad" and the child are doing nicely.

Public Appreciation Expressed Service and Courtesy Bring Their Reward

THE manner in which Trainmaster Art Smith and crew met and successfully encountered severe storm conditions enroute to Alpine Tavern on the night of February 2nd brought forth from Mr. Jack M. Whitney, President of the Whitney Lumber Co., Huntington Beach, the following commendatory letter, addressed to Mr. Pontius:

"Unfortunately, I failed to make connection with the last Rubio Canyon car on the night of Feb. 2, but I was politely informed at the Car Barn that if I cared to wait until 8:00 p. m. I could go to the Tavern with a Special that was being run that night. Arriving at the Car Barn at eight, I was told that a pole carrying the highline and telephone lines, had fallen across the trolley above Echo Mountain, and that a 75 mile an hour gale, carrying ice and snow, was blowing at that point. As I had my reservations made at the Tavern, decided to see the trip thru and accompany the wrecking crew.

"Too much cannot be said in praise of the men that comprised the Echo Mountain and the Wrecking Crew. In their endeavor to clear the road and get communication some of these men risked their lives, before the road was finally cleared.

"The cheerful manner with which the work was carried on has prompted me to commend the efforts of such an organization that has reached such a point of efficiency in maintaining the wonderful degree of service that was very much in evidence on the night mentioned."

Mr. Pontius gratefully acknowledged receipt of the communication from Mr. Whitney, stating that "Pacific Electric management is not unmindful of the fact that we have a loyal organization, second to none on the Pacific Coast."

So impressed were patrons of Monrovia line with the courteous and efficient service of Conductor A. A. Reed and Motorman H. S. Dowding that a petition was prepared and signed by twenty-five persons lauding the manner in which these trainmen fulfilled their duties. The signed communication addressed to the management read:

"We, the undersigned residents of Monrovia and patrons of the Pacific Electric Railway, all believe in the 'Golden Rule,' and we wish to show our appreciation of the kind treatment received from Conductor A. A. Reed, known to us as 'Daddy' Reed and Motorman H. S. Dowding.

"These men take special delight in being accommodating to the public and we feel that it is no more than

right that the railway company should know how much we appreciate their efforts to be courteous."

The courtesy and ability of Conductor W. J. Holt, Redondo-Los Angeles via Del Rey Line, to memorize the stops of patrons is favorably commented upon in the following letter from W. E. Oliver, District Manager, Southern California Edison Company:

"I wish to speak a good word for and compliment Conductor No. 2114 (Mr. Holt). On several occasions I have had opportunity of witnessing his treatment of patrons and the very fine memory he shows of the stops required by the various people who travel on his car."

The Venice Vanguard recently published the following account of Motorman Harry Delmar's action in stopping a runaway team at the beach city recently:

"Details of a heroic deed were given this morning to a representative of the Venice Vanguard. According to the person who reported the story, Harry Delmar, motorman on a Pacific Electric car, noticed a team of runaway horses on Ocean Avenue and Santa Monica Boulevard, Saturday.

"The horses who were attached to a wagon carrying the insignia of the Brentwood Dairy, were traveling at a terrific speed down the boulevard. The motorman, who is experienced in handling horses, left the car and when the speeding horses reached him, jumped in the wagon.

"In a short time the horses were stopped and the motorman resumed his duties, without a word to his fellow associates. Quick thinking as well as action of Delmar, it is said, may have saved the life of pedestrians or even a child in the path of the runaway team."

The Mourning Question

I have sympathy for those who mourn, but I have no sympathy for those who wear mourning. Why should people advertise their grief to the world? Even to children the wearing of mourning seems foolish. You remember the story of the little girl who asked:

"Mamma, when people are in mourning do they wear black night-gowns?"

"Why, no, of course not."

"Well, don't they feel just as bad at night as they do in the daytime?"

And then there is the story about the consistent nigger who went into a store and asked for black underwear, explaining, "when I mourn, I mourn."—The Vagabond.

TIMELY TOPICS FOR TRAINMEN

Some conductors of the South Pasadena line are erroneously using Los Angeles Zone Transfers, form O. 3 N.S. and I. 1 N.S. in transferring passengers north or south at Fair Oaks Avenue in South Pasadena, points out Traveling Passenger Agent C. E. Morlan. In such instances form P.C. 1 should be used, except where passenger holds ticket to a Sierra Madre line point, in which case Triplex, form N. D. T. 1 should be used.

F. C. Patton, Traveling Passenger, Agent, submits the following items of interest to conductors of Southern Division:

A new form of T. S. 2, San Pedro-Wilmington local 6c transfer is now off the press and ready for distribution to conductors.

The punching of transfer point is eliminated altogether and transfer punched to show line from which issued "IN" or "OUT," as the case may be. Points at which transfer as well as direction in which it will be honored are shown on the back together with the defined local 6c fare limits of San Pedro-Wilmington within which it will be honored.

The new transfer follows closely to the forms of Los Angeles zone transfers now in use.

Complaints are still being received that some conductors refuse to issue transfer T. S. 5 from inbound main line trains to Watts local cars at Watts on the different classes of tickets reading from points south of Watts to Los Angeles. Original instructions provided that such transfer will be issued on 60-ride, 40-day commutation books only, but Circular P. D. 1269, effective December 30, 1922 as well as various fare sheets reissued since that time, provide for transfer at Watts only on all classes of tickets reading through to Los Angeles. Such transfer, however, is good to 6th and Main Streets only and conductors operating on Watts local cars must not issue Los Angeles zone transfers to passengers presenting T. S. 5 transfer at Watts.

Some Watts line conductors are still allowing Los Angeles mail carriers to ride to Slauson Junction on their badge. This is, of course, wrong, as Circular P. D. 1242 shows the limits of Los Angeles as Slauson Avenue, and all forms of municipal passes are only good to that point. Six-cent fare should be collected between Slauson Avenue and Slauson Junction, or 10c fare from Slauson Avenue to or from all points south of Slauson Junction.

The coasting averages of motormen will be considerably improved if the following suggestions from S. H. Cox,

Assistant Trainmaster, Southern Division are observed:

"The subject of coasting is continually before us, and many of our motormen are falling down on their averages, due to not turning in coasting records for all trips made; others make no effort whatever to obtain a coasting record.

"Some motormen seem not to understand what is expected of them, in regard to turning in their coasting records. A coasting record should be turned in for every day worked, regardless of whether it is for a regular run, part of a regular run, or a tripper. A coasting envelope should also be turned in even though you have a car without a coasting clock, or one with a clock that is out of order, stating on your envelope, no clock, or B. O. clock, as the case may be.

"Many motormen who have runs that work on more than one line, make an envelope for part of their run, but fail to make one for the remaining part, which is often just one trip into a terminal, such as a Catalina trip, ship yard trip or a shop train.

"Some motormen will make a relief on a run for but one trip, and say, 'O well, I am only going to make one trip, what is the use of turning in a coasting record.'

Motormen should make a study of their line to ascertain just where they should coast and where it is necessary to use the power. This is a problem for each motorman to work out for himself, under the various conditions arising on each trip.

Conductors can assist their motormen by watching their steps and as soon as all passengers are on or off their car, do not forget that there is a bell cord.

Let us all make a special effort to improve coasting and bring the average back to where we were some time ago.



Mechanical Dept. Notes

By Willis M. Brooks

Married!!!

On February 7th, Herman Shafer of Macy Car House and Lucille Tremayne, daughter of Jow Tremayne, also of Macy Car House. Congratulations and best wishes.

Hard Luck

Harry Raymond of Macy Repair shop suffered a painful accident when his hand was caught in a truck bolster resulting in the loss of two fingers from the first joint.

Use Iodine

Frank Cohn, after a three weeks' layoff from blood poisoning, is once more at his job.

Born

To Mr. and Mrs. Levon Barnick on Feb. 26th. an 8½ pound girl. "Where is them cigars?"

Mr. Wm. E. Stewart, Chief Draftsman, is driving a handsome new Jewett six. Mr. Carl Prange also of the Drafting Room is stepping on a new Auburn Beauty six.

Mr. Donald Wheaton, of the Drafting Room moves soon to his new home in Torrance. Another P. E. built home.

Mr. Ewart Miller, chemist has left the service to engage in business as an industrial chemist. Knowing Mr. Miller, we have no doubt of his ultimate success.

Miss Bernard of the Upholstering Department has returned to work after repelling an attack of the flu.

We hear rumors of the marriage of Miss Ella Krepela, formerly of the Winding Room, to a Mr. Beckner.

Mr. Joe Tindall's new home in Gardena is nearing completion and will be a mighty handsome and comfortable home when all is done.

Her Dad

In the picture of old equipment on page 16 of last month's issue, Miss Adele Davis, of Mr. Geibel's office discovered the picture of her father, the conductor of the car pictured.

Mr. Davis, thirty years ago was a conductor on the Pacific Electric. After an accident in 1905 he left the service and is now engaged in the real estate business.

It is also interesting to note that the motorman in the above picture is Charles Kimball who operated the first electric car in Los Angeles. There was but one, the balance were all horse cars.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held Wednesday, February 7, 1923 at 2:05 p. m.

The following members were absent: W. J. Hodge, L. J. McGrath, A. O. Williams, Ora Taylor, H. C. Ward, L. F. Foegle, G. W. Orr, C. V. Smith, F. B. Patterson, S. A. Bishop, L. A. Lovell, C. H. Burnett.

The minutes of the previous meeting were read and approved.

REPORT OF MANAGER

Club Fund

Balance, Dec. 31	\$ 73.20
Receipts	1,121.28
Total	\$1,194.48
Expenses	81.68
Balance	\$1,112.80

Relief Fund

Balance, Dec. 31	\$ 38.37
Receipts	1,217.97
Total	1,256.34
Paid out in relief	845.00
Balance	\$ 411.34

Unfinished Business

A report concerning the mortuary fund, about which the committee asked, will be found in this month's issue of the P. E. Magazine.

The manager read a letter written by Mr. Smith, addressed to the heads of all departments, stating that only such employees as have passed the necessary physical examination are eligible to become members of the mortuary fund. This settles a question which is often asked concerning those who desire membership.

The paymaster states that the deduction slips are sent out from his department from twenty-four to forty-eight hours previous to the issuing of pay checks. He further states that it would be impossible to issue said deduction slips earlier on account of liability of losing, and he sees no reason why the various employees should not receive their deduction slips promptly.

Mr. Smith stated that a nurse will be provided at Torrance just as soon as Dr. Weber can make the necessary arrangements. A room in the office building has been set aside for that purpose and will be ready within a few days.

Mr. Hill received instructions from Mr. Smith to see that the pool tables at San Pedro are repaired.

A communication from Mr. A. J. Guercio, concerning mortuary application from Mr. Wilson, who is a retired employee on the gravity list,

asking whether he would be acceptable. A committee composed of Messrs. B. F. Manley, C. P. Hill and F. A. Shultz was appointed to investigate any application of this nature. A report concerning Mr. Wilson will be made at the next meeting.

Mr. J. W. Hale, Western Division, was elected to fill the vacancy caused by the resignation of Mr. C. L. Bayless.

New Business

A complete list of names and phone numbers of physicians employed by the Pacific Electric Railway Company, who may be called on in cases of emergency, will be furnished in the form of a bulletin at the Torrance Shops. In cases of emergency, employees may secure such information by calling the dispatcher.

Mr. Vickrey asked the opinion of the committee on the matter of changing the regular weekly Thursday night dance to every other Thursday night, in order that the orchestra may have the opportunity of practising on the Thursday night when no dance is held. The club desires to make a num-

ber of improvements in various ways which, it is hoped, will increase the attendance at the dance as well as make a better and more up-to-date orchestra. This matter was favorably received by the committee, and the arrangement will be tried out for awhile. Further information will be given later.

The manager stated that he is working on a big minstrel show, and has also in mind some athletic events, including wrestling and boxing. Mr. Vickrey stated that these events will be such that the members and their wives can attend. This suggestion was heartily approved. The final plans have not been perfected and the subject will be brought up at a later date.

The latter part of March has been selected as a suitable time for an entertainment at Urbita Springs for members who live in that vicinity. At the next meeting this matter will be more fully discussed.

Mr. Manley suggested that portable tables be procured for use in the auditorium when necessary. Mr. Smith authorized Mr. Manley to attend to the construction of these tables without delay.

Mr. Delmar informed the committee that a light should be furnished in the men's lavatory at Venice. The former light having been stolen. Mr. Cobb volunteered to attend to this matter at once.

Mr. Chase requested that liquid soap and paper towels be furnished at Glendale. This matter will be handled by Mr. Vickrey. This request brought up similar ones from the representatives from Ocean Park and Macy Street Terminals, also from the Mechanical Department.

ROD AND GUN CLUB OFFICERS ANNOUNCED FOR 1923

At its annual meeting held at the Club's headquarters on February 14th the Pacific Electric Rod and Gun Club elected their officers for the ensuing year.

All of the old staff were put back into office with the exception of Recording Secretary. For this place Charles P. Hill was unanimously chosen. While possibly a new face in the active executive affairs of the Rod and Gun Club, Mr. Hill is well known by all of the members and has the distinction of being one of the few remaining charter members. He is a good "old horse" and will make the Club a good executive. The Club is to be congratulated upon securing the services of a man who will take an active interest in the work which has been assigned to him.

The following officers were elected to direct the destiny of the Club for the ensuing year: J. M. Goepfert, President; B. F. Manley and H. L. Wiggam, Vice-Presidents; Charles P. Hill, Recording Secretary; George R. Scott, Financial Secretary; J. E. Wooderson, Treasurer; and F. J. Oriva, J. G. Clark and Harry Pierce, Executive Committee.

CLUB MOVIE PROGRAM

Friday, March 16:

Main Feature: "The Pride of Palomar," with Forrest Stanley and Marjorie Daw.
Comedy: Harold Lloyd in "Pay Your Dues."

Friday, March 23:

Main Feature: Alice Brady in "Anna Ascends."
Comedies: Will Rogers in "The Ropin' Fool." Snub Pollar in "The Land Lover."

Friday, March 30:

Main Feature: "Ebb Tide," a George Melford production, with Lila Lee and James Kirkwood.
Comedy: Lloyd off the Trolley.

Friday, April 6:

Main Feature: "Outcast," adapted from the play by Hubert Henry Davies, featuring Elsie Ferguson.
Comedies: Aesop's Fables: "The Dog and the Wolves."
Hal Roach presents Paul Parrott in "Wet Weather."

Friday, April 13:

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

P. E. CLUB BULLETIN

March 10, to April 10, 1923

Saturday, March 10:

Agents' Association Meeting at 8:00 p. m. Refreshments served.

Monday, March 12:

P. E. Band Rehearsal at 8:00 p. m.

Tuesday, March 13:

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

Wednesday, March 14:

Rod & Gun Club meeting at 8:00 p. m.

Operating Staff meeting at 10:00 a. m.

Thursday, March 15:

Northern Division Safety Committee meeting at 2:00 p. m.

Novelty Jazz Dance in the Auditorium at 8:30 p. m.

Friday, March 16:

General Staff meeting at 10:00 a. m.

Regular Movie Show in the Auditorium at 7:45 p. m.

Monday, March 19:

P. E. Band Rehearsal at 8:00 p. m.

Electrical Department meeting at 8:00 p. m. Refreshments served.

Tuesday, March 20:

Trainmen of all Divisions meeting at 8:00 p. m. Refreshments served.

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

Friday, March 23:

Regular Movie Show in the Auditorium at 7:45 p. m.

Monday, March 26:

P. E. Band Rehearsal at 8:00 p. m.

Tuesday, March 27:

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

Thursday, March 29:

Lucky Spot Dance in Auditorium at 8:30 p. m.

Friday, March 30:

Regular Movie Show in Auditorium at 7:45 p. m.

Monday, April 2:

P. E. Band Rehearsal at 8:00 p. m.

Tuesday, April 3:

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

Wednesday, April 4:

P. E. Club Executive meeting at 2:00 p. m.

Thursday, April 5:

Southern Division Safety Committee meeting at 2:00 p. m.

Friday, April 6:

Western Safety Committee meeting at 2:00 p. m.

Regular Movie Show in Auditorium at 7:45 p. m.

Monday, April 9:

P. E. Band Rehearsal at 8:00 p. m.

Tuesday, April 10:

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

Engineering Dept. Notes

By A. J. Guercio

THE main line, siding and spur track across Pomona avenue in the City of Brea, adjacent to the depot are being reconstructed prior to the placing of the asphaltic concrete pavement across our private right of way. This work will also include placing of curbs, sidewalks, driveways and culverts in front of the depot property.

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

Passenger Revenues	\$1,159,924.61	
Freight and Switching Revenue	481,477.35	
Other Revenue	81,211.79	
Total Railway Operating Income	\$1,722,613.75	
Total Railway Operating Expenses:		
Wages	\$773,191.76	
Other Charges	385,574.47	
Transportation for Investment—Credit	2,031.81	1,156,734.42
Revenue, Less Operating Expenses	565,879.33	
Depreciation	23,579.17	
Taxes assignable to Railway Operations	85,021.36	
Total Depreciation and Taxes	108,600.53	
Revenue, Less Operating Expenses, Depreciation and Taxes.....	457,278.80	
Non-Operating Income	8,007.10	
Net Revenue	465,285.90	
Interest on Bonds and Other Debt	329,124.72	
Rents and Miscellaneous Income Deductions	118,834.97	
Total Deductions	447,959.69	
Net Income for month	17,326.21	

COMPARISON OF ACCIDENTS DURING DECEMBER, 1922 and 1923

	Northern Division		Southern Division		Western Division	
	1923-1922	1923-1922	1923-1922	1923-1922	1923-1922	1923-1922
Interference with vehicles	173	117	138	109	226	146
Collisions and interference with cars....	9	3	10	8	21	3
Persons struck by cars.....	5	6	6	9	8	7
Derailments	9	11	46	26	15	7
On and off moving cars.....	21	17	15	18	24	43
Miscellaneous	26	20	43	17	42	30
Total	243	174	258	187	336	236
Increase	69		71		100	
	I-240					
	1923-1922					
Interference with vehicles	537	372	44.3%	Increase		
Collisions and interferences with cars....	40	14	185.7%	Increase		
Persons struck by cars	19	22	13.6%	Decrease		
Derailments	70	44	59.0%	Increase		
On and off moving cars.....	60	78	30.0%	Decrease		
Miscellaneous	111	67	65.6%	Increase		
Total	837	597	40.2%	Increase		

Track forces under Roadmaster Sheorn have removed approximately 1.2 miles of single track on the Coldwater Canyon line at Beverly Hills. This line originally extended from Santa Monica Blvd., northerly along Rodeo Drive, thence easterly along Sunset Blvd. to Rexford Drive. This abandonment was permitted by decision of the California State Railroad Commission after public hearing was held.

The Hollywood line on Santa Monica Blvd. between Crescent Ave. and Olive Drive is being reconstructed due to the County of Los Angeles paving this thoroughfare.

This work involves approximately 7500 lineal feet of singletrack. 56 lb. and 60 lb. rail laid in 1908 is being replaced with 75 lb. rail on treated pine ties and crushed rock ballast. New tracks will be placed on 13 ft.

centers, necessitating side pole overhead construction replacing center pole construction.

The single track line on 3rd Street Santa Monica, between Santa Monica Blvd. and Montana Ave. is being reconstructed prior to the repaving of this street. This work involves approximately 3980 lineal ft. of single track and will necessitate the placing of approximately 35,820 square feet of pavement.

Another Horrible Example

"Uncle Pete, how old are you?"
"I'm close to a hundred, son," said Chiggerville's oldest inhabitant.

"Been using tobacco all your life, haven't you?"

"No, son. Up to the time I was ten years old I'd never had a chew in my mouth."—Birmingham Age-Herald.

Past and Future Development of P. E. Freight Traffic

Southland's Growth Requires Tremendous Expenditures to Keep Pace

By F. L. ANNABLE,
General Superintendent

IN HIS annual report, Secretary of Commerce Herbert Hoover said "our transportation facilities have lagged far behind the necessities of the country." What is true of the nation is undoubtedly true of Southern California which has been the "white spot" on the industrial map of the country during the past years of national depression.

Originally projected as a passenger-carrying transportation system, a combination of street-car lines and suburban and interurban electric railways, the necessity for caring for the needs of outlying communities not otherwise provided with transportation service, prompted the operation of the Pacific Electric Railway of motor cars of the express type for freight carrying. These were utilized to pull carloads of freight, lumber, etc., the business gradually growing with the communities.

Past Practices

The consolidation in the fall of 1910, found the Northern Division hauling freight cars through Main Street in trains of eight or ten cars with "shackle-bars" three feet or more in length coupling the cars so that they might be pulled around the sharp curves. The delivery of freight in outlying communities from store to store was done by trainmen piling up merchandise on the curb, or carrying it into the store and piling it under the direction of the customer. The popularity of such service at the rates charged can hardly be doubted.

At that time the milk business was a factor and milk platforms piled full along some of the lines, particularly on the Southern Division, made necessary the running of several milk trains. In the spring and summer months, strawberry trains from the Moneta and Gardena Districts brought into Los Angeles several thousand crates of berries daily. Rock crushers on the Northern Division were then, as now, furnishing much heavy tonnage.

The years have passed, improvements have been made, the development of the citrus fruit business on our lines, sponsored and largely handled by Mr. Pontius when he was Traffic Manager, has given us much to do. This is a clean and profitable business, putting no excessive strain on the operating machine, but extending over a large part of the year and spread over a considerable portion of the system. The sugar beets handled have decreased rather than increased.

The milk and strawberry shipments have disappeared from our freight entirely. The rock business is no more now than it was ten years ago, due largely to the shortage of equipment.

New Traffic

What then has developed to warrant our calling attention to the freight traffic of today and looking into the future? Three items: 1. Building materials; 2. Oil; 3. General cargo from the Port.

The building development that spent \$121,000,000.00 in 1922, in Los Angeles alone needs lumber, cement and countless other materials.

The oil development that produced 70,000,000 bbls. in Los Angeles and Orange Counties in 1922, cannot get along without some railroad transportation.

The freight which has been diverted from the transcontinental railways to the Panama Canal route must be moved from the Port to the consumers throughout Southern California.

Motive Power

I shall not attempt to trace the increase in motive power and other equipment. Suffice it to say that today we have eighteen, 1601-class 1,000 H. P. 62, to 65, ton, locomotives; two 1600-class; 24 of various smaller types, and 31 express type motors. A total of about 75 motors and locomotives in freight service. With the exception of those assigned to outside points, the 1601-class locomotives are double-crewed, that is, when brought in by one crew are immediately assigned to another crew and started out again. In some instances, crews are sent out to make reliefs on the road. This gives us the use of the locomotives perhaps 80% of the time in actual service.

In addition to the electric locomotives we are now operating six steam and two gas-electric locomotives in switching service on the Southern Division. Four of the steam locomotives have been added within the past three months because of the increase in Port business. Announcement has just been made of the purchase of ten additional heavy freight locomotives, delivery of which will be made within six months.

We are today operating between sixty and seventy regular daily freight trains, and twenty-four switching crews, beside extras and work-trains, and there are 600 employes engaged in handling freight business.

It will be noted that the larger part of the increase in freight movement has been on the Southern Division, and recent activity there in the building of new tracks is notable. Four sidings at Thenard and four at Wilmington known as "East Yard" have been of great assistance in the handling of Port business. Recently seven tracks of the new yard at Butte Street in Los Angeles have been turned over for operation. New sidings at Kent and Nadeau, two now in service and others under construction at Dominguez and Abila will afford opportunity for freight trains to keep out of the way of passenger service. A passing track has also been built at East Long Beach where many new industries have built up business for our Company. Additional sidings are projected at Bell on the Whittier Line, and at Los Nietos; also on the outbound side of the Main Line near Compton.

The Future

Looking into the future, none of us can see a sign of stoppage of growth of business. The time has passed when land for a large yard may be cheaply purchased in Los Angeles. It is therefore necessary that our plans be made to fit the possibilities. The completion of the Butte Street Yard will make that the receiving point for all inbound trains from the Southern and Western Divisions, as well as the transfers, the only exceptions being merchandise trains. The present Eight Street Yard will handle house, team, and market business only.

To successfully take care of the situation it will be necessary that trains from the Port be classified before being brought into Los Angeles, and it is planned that this will be done in a classification Yard at Thenard or some point between the Port and Los Angeles. Empty equipment must be stored so that it may be used either in Los Angeles or at the Port, and track facilities must be provided for such storage.

New Cars

The car supply, a most troublesome factor at times, has been augmented by the purchase of 400 gondolas, 200 box cars, and 150 flats, the delivery of which should commence in the near future. The storage of these new cars alone will require about six miles of sidings.

The management, appreciative of the great possibilities in this direction, is keenly awake and additional motive power, cars and tracks are being rapidly provided, and we may expect to see greater and greater expansion in freight traffic as the years go by.

Shocking Him!

Warden—"Who are you and what are you charged with?"

Prisoner—"My name's Spark. I am an electrician and I'm charged with battery."

Warden—"Jailer, put this man in a dry cell."—Exchange.

EXTENSIVE IMPROVEMENTS ARE PLANNED BY S. P.

The Southern Pacific Company is anticipating increased prosperity on the Pacific Coast by expenditure of millions of dollars for new rolling stock, motive power and improvement of track. J. Kruttschnitt, chairman of the Company's board of directors, indicated in a recent interview at San Francisco.

Mr. Kruttschnitt announced the addition of a new item to the Company's 1923 equipment program, an order for 50 powerful locomotives to be delivered this year. The locomotives just ordered include thirty-four mammoth "2-10-2" mountain freight type locomotives; ten "4-8-2" type mountain passenger locomotives, which will be the most powerful passenger locomotives in the west; and six "4-6-2" type heavy Pacific locomotives for passenger service. All of the locomotives ordered embody the latest refinements in locomotive construction and will be equipped with the most approved devices for saving fuel and increasing power.

The present purchase of 50 locomotives follows closely upon the 1922 expenditure of \$4,000,000 for fifty "2-10-2" mountain freight type engines, the last of which have just been placed in Southern Pacific freight service over the Siskiyou and Tehachapi Mountains.

Other important items in the Southern Pacific's 1923 program for new equipment for its Pacific System include \$12,000,000 for 141 new passenger train cars and 4,525 new freight train cars, exclusive of refrigerators; and one-half interest in \$18,000,000 for 5,330 new refrigerator cars ordered by the Pacific Fruit Express Company, owned jointly by the Southern Pacific and Union Pacific.

Mr. Kruttschnitt, on tour of inspection, has just returned from Mexico where he went in connection with the Southern Pacific's plan to extend its line along the west coast from Tepic into Mexico City, thus giving the Pacific Coast a new direct trade channel through Tucson into the chief markets of the Southern Republic.

Construction of the Natron cut-off between Oakridge and Kirk, Ore., that will give an alternative route via Weed, Calif., Klamath Falls and Eugene, Ore., to Portland awaits action of the court upon the decision of the Interstate Commerce Commission permitting the Southern Pacific to retain the Central Pacific properties, Mr. Kruttschnitt said.

This construction and other improvements and betterments on lines in corporate name of Central Pacific will follow immediately when the court approves the Commission's action.

The Real Count

Sunday School Teacher—Jimmy, do you count ten before you hit another boy?"

Jimmy—"Naw, the referee counts ten after I hit him."

WHY COURTESY SHOULD BE OUR WATCHWORD

HERE are some gems from the pen of General Superintendent Annable addressed particularly to Trainmen, but all may be applied to each of us with profit both to ourselves and the Company we represent:

A sharp answer may bring a laugh from some by-stander, but it never made a friend. 4000 years ago Solomon said "A soft answer turneth away wrath" and it is just as true today as it was then.

Every man has a weak spot. Something that seems trivial to one will "get the goat" of another. What is yours? If you know it you can overcome the resentment which it induces. Overcoming that strengthens your character and prepares you to better meet real trials.

The Conductor who is curt or indifferent in his attitude toward passengers does not make friends for himself or for the Company.

Friends are valuable assets, looking at it from a selfish viewpoint only. The more you have the richer you are. Strive each day to make a new friend for yourself and for the Company you represent.

You are asked to represent the Company of which you are a part in all your contacts with the public. Of course you know that the passengers on your car and the people generally form their opinions of the Company by observation of your conduct toward them. It is the intention of the management that all patrons shall be treated with the utmost courtesy and consideration and unless you have that attitude you are not properly representing the Company.

FIRST BANQUET OF AGENTS GETS FLYING START

The success and pleasure of those attending the first annual banquet of the Agent's Association is evidenced by the following account of the event submitted by General Superintendent Annable:

"The Agents' Association banquet at the City Club on February 24th was the liveliest assembly of the kind we have attended in a long time. From the moment the Agents started to look up the rate in the tariff until the last fond message to the wives of members was sung, there wasn't a dull second. The music and other en-

ACCIDENT TOLL LARGE BUT SHOWS IMPROVEMENT

The number of fatalities resulting from accidents to automobiles at grade crossings on Southern Pacific lines, Pacific System, was reduced 7 per cent in 1922 as compared with 1921, according to a report just made public by R. J. Clancy, assistant to the general manager. There was a decrease of 10 per cent in the number of grade crossing accidents per 100 registered automobiles.

The decrease is attributed to the co-operation of the press, automobile clubs, schools, churches and chambers of commerce with the Southern Pacific Company.

The number of registered automobiles in the six states traversed by Southern Pacific lines increased from 888,945 in 1921 to 1,115,945 in 1922. With an increase of 25.5 per cent in the number of registered automobiles, as a result of this co-operative effort there was a 10 per cent decrease in accidents per 1000 registered automobiles.

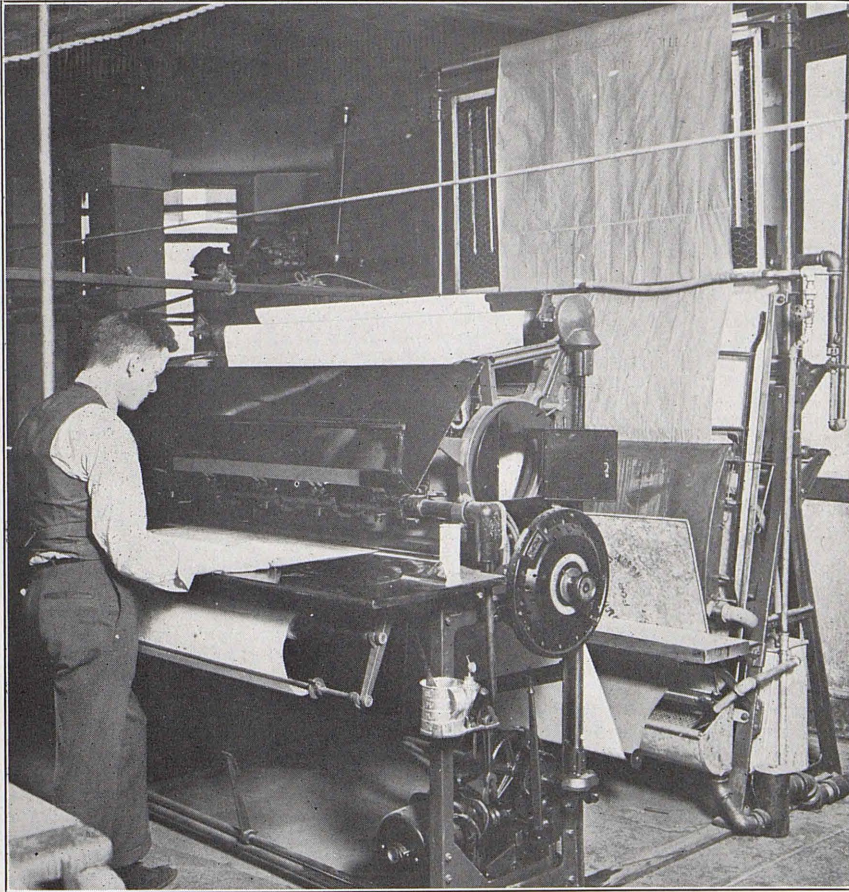
Chief among the principal causes of grade crossing accidents are: Failure of motorists to heed warning signals, carelessness or recklessness, failure to look in both directions and listen before attempting to cross railroad tracks, inexperience of drivers resulting in stalled engines while attempting to shift gears, defective brakes, attaining a momentum approaching a railroad track beyond the braking power of their machines if necessary to stop, and mind distracted by conversation with other occupants of the machine at the critical time of crossing railroad tracks. No doubt a mistake in pressing accelerator when intending to press brake has occasioned some of the accidents involving skidding or running into trains and running through and breaking down crossing gates.

Danger in crossing railroad tracks at grade is inherently artificial in that it is a danger created by the driver in not exercising a reasonable degree of precaution. The essential thing is for drivers of automobiles to stop, look and listen and never attempt to shift gears while on or immediately approaching the tracks, as it is when gears are shifted that machine is liable to stall.

tainment was good. The toast master, E. C. Thomas was at his best, which is saying a good deal, and the addresses by President Shoup and Vice-President Pontius were full of wit, wisdom and inspiration.

"President Mason of the Association and the program committee, which consisted of Messrs. Squires, Osborne and Bedwell are to be congratulated on the success of the event, as also are those lucky Southern Division Agents who won the free feed by a hair. Oh, yes, the banquet was good to eat and much heavy execution took place between the acts."

New Blue Printing Machine



View of the new Engineering Department blue printing machine. Harold Searing, Blue Printer, is seen feeding tracings into press.

FOR a long time the Engineering Department has felt the necessity of improving the blue-printing bureau of that Department, both because of the increased volume of prints being demanded by the larger amount of improvement work being done on the System, as well as because of the necessity of quickly procuring these prints to minimize as much as possible delays in construction. For some time the Department heads had been looking about for the most efficient methods of producing these prints with the result that there has just been installed and placed in operation a new automatic blue-printing, washing and drying machine that is the latest expression in machines of this type and so far has proven very efficient in its operation. The machine is known as the Pease Peerless Blue Printing Machine and is really three machines combined in one that makes the operation of producing prints automatic and continuous from the laying of the tracing upon the bed of the machine to the delivery of the print rolled and ready for delivery. In place of having to work

frames with separate arc light printers, wash trays, drying racks and other appurtenances of a similar nature, the entire process is combined in this one machine which occupies a very small amount of floor space as compared with the old process, and requires but one operator to handle the entire machine.

In the producing of blue prints, the operator stands in front of printing mechanism and places the tracings made by the draftsman on sensitized paper as it passes through the machine as a continuous web. The tracing and sensitized paper are carried together in front of a bank of high-powered arc lamps and after the exposure of the light, the tracing is returned automatically to the tray in front of the operator while the exposed sensitized paper is carried on past through a bath of clear water. Then it is put through a bath of developing fluid and lastly through another clear water wash, after which it passes over a drier and is delivered to a rolling device at the back of the machine where the finished print or prints are automatically wound into a roll.

WATTS-SO. PASADENA LINE SERVICE RE-ROUTED

Considerable improvement in our service, as well as traffic conditions on Main Street, has resulted through the re-routing of the Watts-South Pasadena line cars, which became effective on February 10th.

Under the new routing arrangement inbound Watts local cars travel north on Main Street from Ninth to the 6th & Main St. Station and outbound east through the station to San Pedro and south on Ninth Street. South Pasadena cars inbound now are routed south on San Pedro Street to Sixth, up Sixth to Main and north on Main to First.

During the afternoon peak hours of travel cars on the Watts line are run more frequently, the new schedule calling for two and three minute service during "peak" hours, as against four minute headway heretofore in effect. During the day Watts cars are operated under a 7½-minute headway, instead of 10-minute as previously.

With this machine, the paper is washed on the sensitized side only by an operation of water and as the washing compartments are waterproof and self-contained, there is no slush to be contended with and the usual untidy condition of the blue print room done away with. After leaving the washing mechanism, the print is conducted through a drying compartment heated by gas and the paper being continually on the stretch from the time of printing until wound for delivery results in a very smooth, neat looking print.

The printing speed of the new machine ranges from 4 inches to 6 feet per minute, of any width paper desired, depending upon the density and mass of detail of the negative and other technical requirements and being electrically controlled by a rheostat the speed may be varied by the indicator on the rheostat at the option of the operator. 220 Volt A. C. current is used in the lamps, which are especially designed for this voltage and current and are of the violet-ray type, necessary for proper blue printing.

MISGUIDED MAIL RESULTS IN TREMENDOUS LOSS

The Post Office Department at Washington in a recent bulletin advises that approximately \$2,000,000 annually is wasted through improper or carelessly addressed mail. In addition, there is an incalculable economic loss suffered, both to the public and Postal Department, through loss of time and energy resulting from mail failing or being delayed in reaching its proper destination.

More than 24,000,000 pieces of mail are annually improperly addressed, according to records of the postal authorities. All of us are contributing to this irretrievable loss which can be reduced to a minimum through exercising greater care in directing mail.

Use Your Medical Dept. Freely

Doctor Weber Points Out That Delays May Prove Disastrous

By DR. W. L. WEBER
Chief Surgeon

The article herewith is the first of a series which Dr. Weber has kindly consented to prepare for our readers each month. In this issue he tells us in a simple, yet forceful manner, that little ailments which in themselves appear as nothing may be neglected and develop into serious or hopeless complications.

"An ounce of prevention is worth a pound of cure," warns the Doctor, who urges us to visit our Medical Department freely.

Dr. Weber's article may be read with profit by all of us.

THE employees of this company should always realize that an "ounce of prevention is worth a pound of cure," and particularly as it applies to their health. In other words, "safety first" should be the slogan uppermost in the minds of the men, whether in the performance of their duties or in the pursuit of health. As a rule, it is much easier to prevent illness than to cure, and I believe that the doctor of the future will be largely engaged in the prevention of accident and sickness, rather than attempting to cure.

A supposed cold in the head or a long drawn out bronchitis, both of which are common complaints in this country, may in reality be a sinus infection or lung trouble, and should be regarded with the greatest suspicion until proved innocent.

A progressive loss of weight without apparent cause should always be the subject of careful investigation, for the trouble may in reality be due to diabetes, tuberculosis, stomach trouble, etc. etc.

Hidden Causes

Other unsuspected causes of ill health may be due to diseased tonsils or abscess formation at the roots of one or more teeth. We know of many cases where the removal of tonsils or the correction of dental troubles have resulted in recovery from long standing and often obscure ailments. Apparently unimportant, or what are only too often regarded as trivial injuries by the layman, may be the cause of serious or even fatal infections.

It is true that many small wounds heal with practically no treatment at all, but on the other hand we see almost daily badly infected fingers, hands and at times a general systemic infection, the result of either no treatment, or misdirected home treatment. Punctured wounds of the feet or hands, the result of stepping or falling upon a nail, rake or other sharp object, if neglected, may be the cause

of lock jaw. The natural habitat for the bacillus or germ that causes lock jaw is in the soil, and especially those soils which have been cultivated and fertilized. Therefore, punctured wounds, into the depths of which the tetanus germs are often carried, should always be regarded as an emergency case and be given prompt treatment. Shortness of breath upon exertion, such as climbing stairs, or a hill, or even while walking rapidly upon even ground, may mean heart, lung or kidney disease and should always be carefully investigated.

Dangers of Fast Eating

Another common complaint is "indigestion," often endured for months or years by the sufferer who either takes home remedies or some other equally ineffectual treatment. Of course, nearly every one has suffered from the acute indigestion due to over-loading the stomach or to some other dietary error, but the chronic "indigestion" or "dyspepsia," which is a common cause of sickness among our men, is not infrequently due to a chronic appendicitis, gall bladder disease or disease of the stomach itself. I have frequently noticed employees eating lunch at 6th and Main. They rush to the lunch counter, swallow almost whole a piece of pie, a couple of doughnuts or a sandwich, gulp down a cup of hot coffee and then rush back to work. This hurried eating is a mistake and in reality is only a matter of habit and should be discouraged. We all, at times, must eat in a hurry, but in the vast majority of cases is only habit and if persisted in will eventually cause all manners of stomach disorder.

The above suggestions are not intended to frighten anyone, but to call attention to the commoner complaints which we see daily in our offices, and which by their seeming unimportance, are so often neglected until the condition has become chronic or even hopeless. Therefore, as above stated, "an ounce of prevention is worth a pound of cure," and when in doubt visit your Medical Department.

MR. MARLER, JR. ANNOUNCED

Three great men were born in February: Abraham Lincoln, George Washington and Jackie H. Marler. Yes, siree; Harry O. Marler is the proud father of a lusty youngster, who shows all the indications of being a "chip off the old block."

Congratulations Harry! Good luck to Jackie!

COMPANY BUSES TO RENDER PASADENA LOCAL SERVICE

Complete details of the plans for street car and bus service in Pasadena were mutually agreed upon by the City Board of Directors and Mr. Pontius, during the latter part of February. The final plans, which give to Pasadena a local service unsurpassed by any city of its size in the United States, were completed after a series of conferences and the new service will go into effect upon delivery of busses, order for which was placed February 16th. Delivery of busses has been promised to begin in April.

Under the new arrangement local fares within the city are to be 5-cents by purchase of block of ten tickets, and 6-cent cash fare, with privilege of transfer to points within the city from either buses or cars. The fare for school children will be 3-cents by book with privilege of transfer. The schedule of busses and cars are coordinated and in many instances provide a greater frequency of service than has heretofore been given and bus service is to be inaugurated into districts not previously served.

On the North Los Robles and California-So. Los Robles-Tournament Park lines a 10-minute bus service will be given from 6 a. m. until 10 p. m. and 10-minute headway on other heavily traveled routes will be effective during the morning and evening "peak hours." Under the terms of agreement reached it is understood that the schedules, proposed are to be tried out and after service is installed careful travel checks of all lines will be made and additional service provided should travel conditions warrant.

Plans and schedules to be put into effect call for the use of forty-five busses of the latest type and design, thirty-eight of which will be in active service and seven held in reserve for emergency use.

Under the plans agreed upon, street car service will be continued on the following lines: West California, North Lake and Mendocino, North Fair Oaks and Altadena and the Lincoln Ave. East Colorado-Lamanda Park line. All other local electric service now in operation is to be withdrawn and bus service is to be inaugurated.

One of the outstanding features of the plans proposed is the installation of crosstown bus service on Washington street from Lincoln to Sierra Benito on the east. Another desirable feature to be inaugurated will be the through operation of the So. Pasadena-East Colorado - Tournament Park line, which will provide students of the southwest section of the city with through service to the high school and college located in the southeast section. The distance of the round trip for the route is 8.2 miles.

A hen is the only creature on earth that can set still and produce a dividend.—Two Bells.

Playing a Poor Hand Well

By C. K. Bowen, Assistant Engineer

I MIGHT just as well have chosen as my subject "Living by the Day," or "Virtue is Its Own Reward," or "Smiling Through," or any other of a hundred catchy titles, all meaning pretty much the same thing and being intimately related one to the other. But on the whole feel that the thought I have in mind is the same one that caused Bret Harte to declare, with homely emphasis, that "Life ain't in holding a good hand, but in playin' a poor hand well."

I reckon we are all pretty well fed up on slogans. They stare at us from every printed page; they slap us in our individual and collective eye—if you get what I mean—from every billboard, and never me to add to the sufferings of a slogan-cursed people by suggesting another one, No Sir!

But a **creed**, now that's different altogether; it's dignified and symbolizes something worth while. It's at once a sheet-anchor, a shell hole into which we can duck when the drum-fire is fiercest, the Shadow of a Rock in a weary land. My metaphor may be slightly scrambled, but what I'm trying to get over is that a creed, unlike a slogan, isn't a star-shell today and a dud tomorrow. It's for today and tomorrow and for all time to come. Why, even the Church Universal is founded on a creed, differing as to phraseology, it is true as between the different denominations, but substantially the same for all, and each one beginning with the words, "I believe."

The Big Idea

And after all, that's the big idea back of any creed; to have something in which you **believe** with all your strength of mind and body; and can you think of anything finer or more worth-while in which to believe than that easily understood, idiomatic expression of Bret Harte's? Don't you sense the possibilities opened up to the one who makes it his everyday creed, who has faith that it means just what it so plainly says? Why, man alive, believing in the truth of that creed you can't go wrong, you may walk with kings, and no man may look down upon you as an inferior.

And the reason why? (Reads like a G. M. O. doesn't it?) Because believing in such a creed and regulating your life in accordance with such belief, means that you believe in your **self**, that is all—but it is **all**. To believe in **something** and that something yourself.

"Do Unto Others"

Playing a poor hand and well!! It is this that brings the smile to your lips and imparts a heartiness to your hand-clasp when you learn of Bill's promotion and are the first to extend congratulations. Suppose you had

hoped that the promotion would be yours, granted, even, that by all the unwritten rules of the game it should have been yours, what of it? Are you going to sulk and act the grouch because of that? Of course you aren't, not if you believe in playing a poor hand well. You are going to grit your teeth and dig in a little harder and do your level best to make Bill the success in his new job that you would have wished to be had it fallen to you.

Rich is the reward of him who plays a poor hand well, even tho' success, as commonly understood, passes him by. A short while ago the world rang with the acclaim of one who sat with the mighty and dictated the policy of nations. Today a broken old man lives almost forgotten in the Nation's capitol, classed by his contemporaries as one of the world's greatest failures.

Similarly was Lincoln a failure and, by the judgment of His own age, the greatest failure of history was the Man on the Cross of Calvary.

I do not like to think of the successful man as one who has gathered together a vast store of gold or other material evidences of great wealth—nor yet as one who because of his position holds the destinies of thousands in his keeping, unless each, in the accumulation of such wealth, or acquisition of such power, has played his hand well. And just to the extent that he has, or has not, done so, is he a success or a failure, and by the same token and by the same line of reasoning, is Jose, the section hand, a success or a failure, depending on how well he has played a poor hand.

Playing 'Em Well

Applying this same measure of success to the men and women with whom we come in daily contact, we find successful ones all around us. The man who returns home at night tired and discouraged, who stifles his true feelings and tells the wife he's feeling fine and that all is "jake," is playing a poor hand well. So too, is she when she thrusts the cares and trials of the day into her secret chamber and slams the door.

Call it what you will, it's the same thing; Keeping a Stiff Upper Lip, Never Say Die, Playing the Game—it's what Kipling meant when he wrote:

"If you can force your heart and nerve and sinew

To serve their turn long after they are gone.

And so hold on, when there is nothing in you,

Except the **will** that says to them Hold on!"

FAMILIARITY WITH TARIFFS DUTY OF EVERY AGENT

The importance of Agents making a study of passenger tariffs is outlined in the following communication from M. C. Brucker, Chief Rate Clerk, Passenger Department:

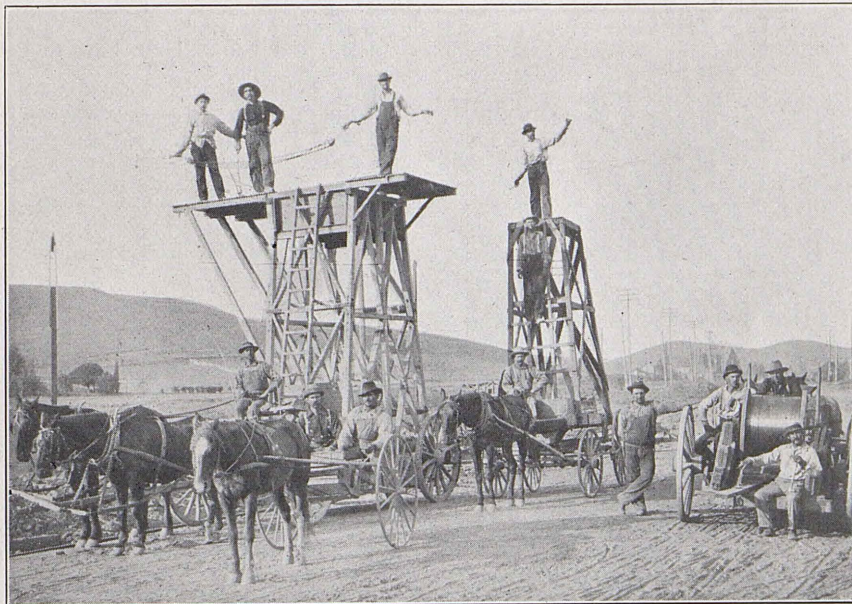
"Passenger tariffs are necessarily more or less complicated, but much of the mystery that surrounds them can be eliminated by a more careful study of the parts that interest a particular office.

"It is to be regretted that some agents, (fortunately they are in minority), make no comprehensive study of passenger tariffs and do not think of looking at anything but the outside cover until someone is at the counter inquiring for information which they contain. There is then a wild scramble to find the information desired, haste often results in mistakes being made, not to mention delay in waiting upon the passenger and causing him to leave the office in an irritated mood, with a very poor impression of the efficiency of that particular office and the entire system in general. As a matter of fact, the passenger gets the first and strongest impression of the character of the Company from the manner in which he is served at the counter, and if this service is not prompt, helpful and courteous, it is apt to discolor everything that follows.

"We spend a great many dollars each year in publishing folders exploiting points of interest along our line, mountain resorts, etc. These are eagerly read by the prospective traveler, but can the same always be said of the man behind the counter who sells our transportation and is supposed to be an encyclopedia of information on subjects of travel. Frequently when a passenger calls at the office to inquire concerning fares and the handling of baggage to a particular point mentioned in the folder, the man behind the counter who is attempting to serve him knows little or nothing about the matter and the passenger leaves in disgust and takes the stage. Some employes will say that there is not time for study during office hours. This may be true to a certain extent, but there are always a few spare moments in the day that we can devote to this purpose, and furthermore, we should consider it our duty to ourselves and the Company to read and digest every tariff, circular letter or piece of literature that comes into the office."

I like to think of playing a poor hand well as the unconscious consecration to an ideal; the giving to each daily problem as it arises the best that is in us. Having done so, you are a success tho' your raiment be a pair of greasy overalls, your habitat a shack and your daily lunch a glass of buttermilk and a slab of pie absorbed over the counter of the Mad House quick lunch.

"String'n 'Em" In the Early Nineties



THAT neither safety nor speed were much in vogue in the early days by the hardy pioneers of line construction work is plainly evident by the accompanying picture, safety belts and railings and present day facilitating equipment being conspicuously absent.

This picture was taken in 1893 in the vicinity of Avenue 61 and Pasadena Avenue while line crew was installing the overhead of the old Pasadena main line, now known as the South Pasadena line.

Of those appearing in the picture but one is still in the service, being Mr. H. E. Hartwell, the driver of the trolley wire truck, who is now Timekeeper in the Electrical Department.

The picture was loaned to us through the courtesy of Mr. S. H. Anderson, Electrical Superintendent

BUS SERVICE INAUGURATED IN CITY OF ALHAMBRA

Bus service by the Pacific Electric began in the City of Alhambra on February 19th, three new busses of the standard type recently adopted by the Company for such service put in operation. Two will be required for the scheduled service, one being available for emergency purposes.

The route over which the busses are operating form a loop around the city and give service to the outlying districts of Alhambra. The fare is 6 cents with transfer privilege to or from busses or cars within the present 6-cent fare limits of Alhambra.

With the three busses in service at this point the Company now has a total of fifteen busses in operation, five being used in Santa Ana, three in San Francisco, three in Glendale and one at Redlands.

Tell Me

If the whole world copied you—
Copied to the letter
Would it be a nobler world,
And deceit and meanness hurled
From it altogether?
Would selfishness and envy fade,
And in the room their absence made,
Would love come into view?
Tell me, if it followed you—
Would the world be better?
—Unknown.

COMMON MISTAKES

HERE are seven common mistakes of life quoted from an exchange:

1. The delusion that individual advancement is made by crushing others down.
 2. The tendency to worry about things that cannot be changed or corrected.
 3. Insisting that a thing is impossible because we ourselves cannot accomplish it.
 4. Attempting to compel other persons to believe and live as we do.
 5. Neglecting development and refinement of the mind by not acquiring the habit of reading fine literature.
 6. Refusing to set aside trivial preferences, in order that important things may be accomplished.
 7. The failure to establish the habit of saving money.
- Western Insurance Review.

Mistress (at the telephone)—
"Hello! Is that the butcher? Well, don't send the cat's meat I ordered this morning. The dear thing has caught a mouse."—Exchange.

BLUE ROCK SHOOT HELD

Six members of the Pacific Electric Rod & Gun Club repaired to the grounds of the Vernon Gun Club on Sunday, February 18th to celebrate the first Blue Rock shoot of the 1923 season.

Eugene Adams of the V. A. Corrigan Company donated prizes for the day and the shoot was designated as "Adams Day." After a spirited contest the prizes were carried off in the following order.

1st prize, B. F. Manley.....	87x100
2nd prize, L. R. Spafford.....	83x100
3rd prize, F. L. Manley.....	82x100
4th prize, H. Smith.....	82x100
5th prize, J. L. Smith.....	77x100
J. M. Geopfert	39x 50

The next regular shoot will be held at the Vernon Gun Club grounds on March 18th, beginning at 10 a. m. and all members interested in this line of sport are urged to attend. Appropriate prizes will be up for the day.

NORTHERN DIV. EMPLOYEES HOLD MT. LOWE OUTING

Employees of the Northern Division and their families to the number of one hundred twenty-five participated in a most enjoyable outing to Mt. Lowe on the evening of Monday, February 12. Leaving in two trains at 7:30 p. m. the trip to the resort was a super scenic one, a heavy snow having fallen the day previous.

Upon arrival at Alpine the party found that Messrs. Priest and Vickrey had made pretentious arrangements for their entertainment. Tokens were distributed, excellent band music for the dancers provided and refreshments which were both delicious and bountiful rounded out a most pleasant evening. Leaving the tavern at 11:00 p. m. the excursionists reached Pasadena at 12:00 a. m. and all attending expressed their appreciation to the management and Pacific Electric Club for the enjoyable outing.

RAILROADS; WHAT OF THEM?

The railroads in the United States represent an investment of \$20,000,000,000.

They are owned by the people, through more than 40,000,000 stock and bond holders, bank and saving fund depositors, and insurance policy holders.

They spend \$5,000,000,000 a year for wages and purchases.

They employ, through payrolls and buying power, probably over 3,000,000 hands.

Their payrolls, purchases and construction expenditures support upward of one-seventh of the population and every time the railroads are assailed a large portion of the people in this country are brick-batted.—Newport Balboa Bulletin.

Football may be a dangerous game, but it doesn't seem as fatal as baseball to the grandmothers of office boys.—Exchange.

DR. DEMPSTER PASSES

A host of friends were shocked and grieved to learn of the death of Dr. W. H. Dempster, which occurred in Denver early in January, marking the passing of a beloved character and co-worker of many years.

Dr. Dempster, as his many friends will recall, was in charge of the Information Bureau at the time of his resignation in 1916 on account of poor health, in quest of which he moved to Denver. There he engaged in business with a brother and for several years his health improved and while not in robust health, his passing came as a shock to friends who had hopes that he might be spared for many years.

A wife and three children survive Dr. Dempster in Denver. An elaborate floral offering was arranged for by his legion of friends made while in the service of the Company.

This item covering the death of Dr. Dempster was prepared for the February issue of our Magazine, but in some manner failed to get in the forms.

PLEDGE FOR ALL MOTORISTS

"Realizing my responsibility as an American citizen to secure the safety of others by careful conduct on the streets and highways, and

'Realizing that the accident and death toll of my Nation, State and City can best be reduced by thoroughness and carefulness,

"I pledge myself to be considerate of the rights of others while on the streets and highways; to learn and observe traffic rules to the best of my ability; to co-operate in a campaign of carefulness, either as a pedestrian or as a driver, and I will, by precept and example, endeavor to assist others in making the highways safe."

—Drafted by the American Automobile Association.

AGENCY CHANGES

Effective February 23rd W. W. Foster was appointed the agent at Fullerton vice H. W. Warburton who resigned from the service. Mr. Foster has for a number of years been the agent at La Habra.



"That's the 'guy I'm laying for," muttered the hen as the farmer crossed the yard.—Exchange.

Fair Visitor: Is there some place aboard where I can get a drink of water?

The Gob: Certainly, Miss. At the scuttlebutt, on the starboard side of the gun deck, 'midships, just for'rud of the dynamo hatch.—Judge.

All the world loves a doer. Do something worth while, and don't worry about who gets the credit. Those who chase the spotlight find that it is a thankless job. Do something, and the spotlight will follow you; you can't get away from it. Credit will fall where it is due, just as sure as God gave us air to breathe.—Exchange.

Learn to be silent when the need demands, and you have acquired one of the big and most desirable accomplishments of life.—The Silent Partner.

Interurban Pioneers

"It must not be forgotten that the traction lines were the pioneer agencies in bringing the rural district into closer relationship with the cities and the interurban service has stood as a necessity in places and at times when transportation facilities in other lines have failed to function, such as during the time of strikes on railroads."—Dayton (O.) News.

That's Tellin' Him

"Which is the way to Ottawa, my lad?"

"I—I don't know."

"Which is the way to Topeka, then?"

"I—I don't know."

"Well, can you tell me how to get back to Wichita, then?"

"I—I don't know."

By this time the drummer was quite impatient and said to the boy: "Say, you don't know very much do you?"

"No! But—but I ain't lost!"

—Judge.

Our Fearful Language

When the English tongue we speak, Why is "break" not rhymed with "freak?"

Will you tell me why it's true We say "sew" but likewise "few;" And the fashioner of verse Cannot cap his "horse" with "worse?" "Beard" sounds not the same as "heard."

"Cord is different from 'word;" "Cow" is cow, but "low" is low; "Shoe" is never rhymed with "foe." Think of "hose," and "dose," and "lose;"

And of "goose," and also "choose." Think of "comb," and "tomb," and "bomb;"

"Doll," and "roll," and "home," and "some;"

And since "pay" is rhymed with "say,"

Why not "paid" with "said," I pray? We have "blood," and "food," and "good,"

"Mould" is not pronounced like "could."

Wherefore "done," but "gone," and "lone?"

Is there any reason known?

—B. R. & P. Magazine.

Bringing Him Up

A boy and his mother were taking in the circus. Looking at the hippopotamus, he said, "Ma, ain't that the ugliest damn thing you ever saw?" "Bill," said his ma, "didn't I tell you never to say 'ain't?'"—Argonaut.

DO IT NOW!

Beneficiaries of the Mortuary Fund are being paid in excess of \$750. Promptness in the payment—within 24 hours, if possible—after a death makes it doubly valuable to the beneficiary. Have you arranged this protection for your family? Join now.

One On Him

Isaac—"You should pull the curtains down ven you kiss your wife. I saw you last night."

Abie—"The choke's on you; I wasn't home last night."—Exchange.

Sorry He Spoke

Mr. Jinks: Hugh! You were no spring chicken when I married you!

Mrs. Jinks: No, I was a little goose.

It is far easier to do a thing right than to explain why you did it wrong.

Chances Fine

Barney Google, shipped "Spark Plug," a race horse, from Pneumonia, Texas, to Aloyisius P. McGinnis, destination Cats Shanks, a small village in Oklahoma, on March 31, 1922. Spark Plug, bilious and feeble on arrival, was refused and, soon thereafter, died.

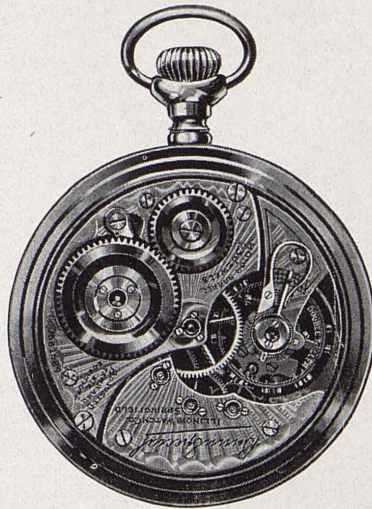
Now Google, failing to receive returns on Spark Plug, wrote to the railroad agent, Cats Shanks, Oklahoma, for information about the arrival of the horse, to the president of the bank for information concerning the financial standing of his customer, to the mayor of the city asking him to recommend a good lawyer to handle the case, and to Mr. McGinnis threatening suit if he did not make payment at once.

Mr. McGinnis answered: "I received the letter telling me I had better pay up. I am the railroad agent at Cats Shanks, and also received the letter you wrote to the agent. I am president and sole owner of the local bank and can assure you as to my financial standing. As the mayor of the city, I hesitate to refer you to a lawyer since I am the only member of the bar in this vicinity. If I was not also pastor of the Methodist Church, I would tell you to go to hell."—M. K. & T. Magazine.

"Service is the one thing you can give to every customer and still have plenty left."—John Wanamaker.

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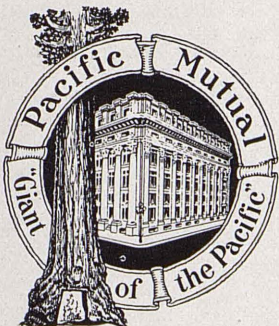
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

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

ASSETS

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

LIABILITIES

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

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

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OF LOS ANGELES
Corner of Fourth and Main Streets

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H. F. STEWART Vice-President	C. L. HOGAN Assistant Cashier
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