



The Pacific Electric **MAGAZINE**

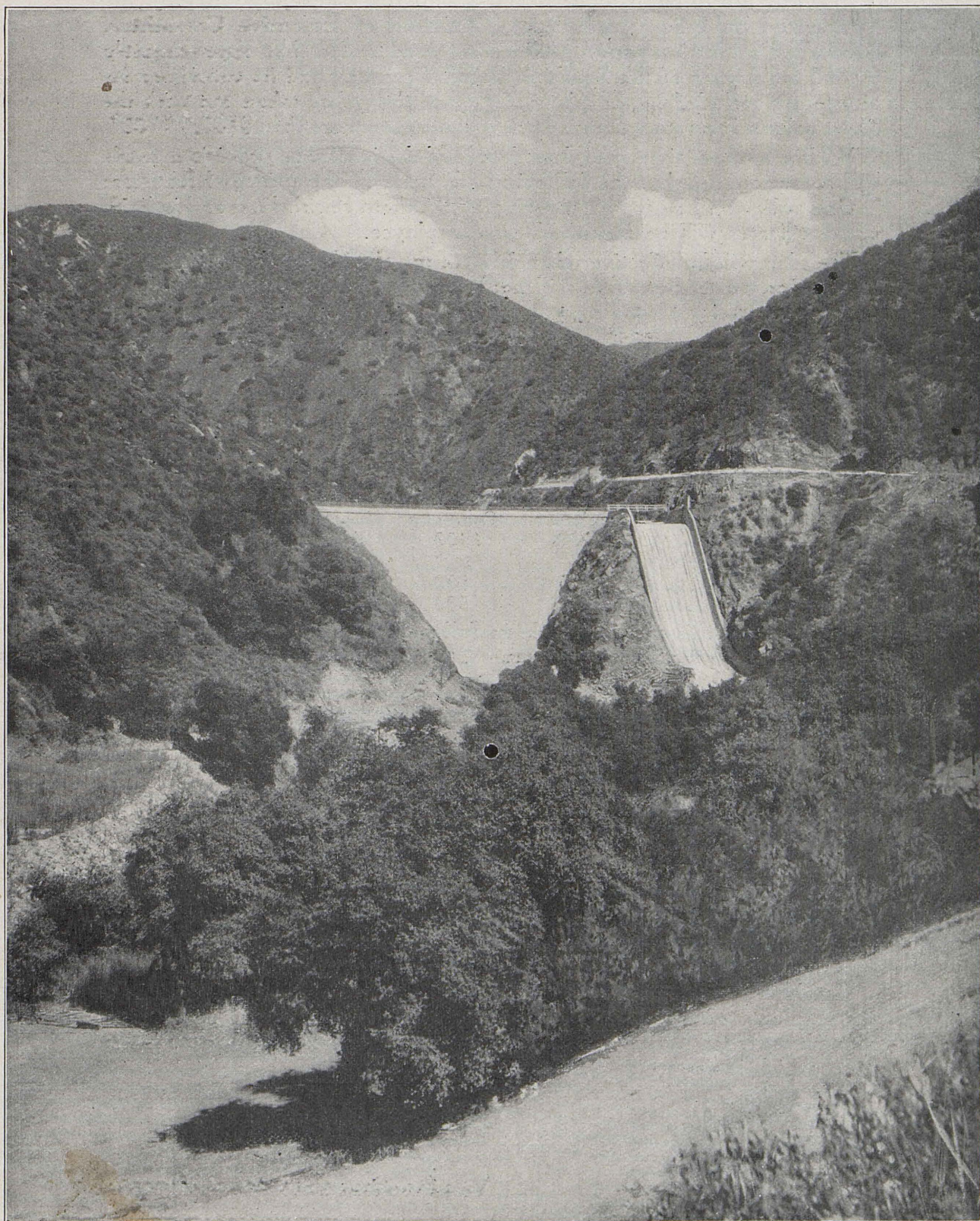


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 8

LOS ANGELES, CAL., NOVEMBER 10, 1923

No. 6



San Dimas Canyon Flood Control Dam

Important Notice to Employees

IT IS my pleasure to announce that employees of the Pacific Electric Railway are to be included in the group insurance plan recently announced by Julius Kruttschnitt, Chairman of Executive Committee, Southern Pacific Company. Advice received states that approximately 90,000 employees of the Southern Pacific Company and its subsidiary interests are included in the plans made and the policy taken out with the Metropolitan Insurance Company may amount to more than \$100,000,000.

Within a short time complete details of the insurance provisions made will be announced, but the following are some of the principal features:

One policy will be issued covering all Southern Pacific lines and individual certificates will be furnished each employee.

The plan will be effective when 75% of the eligible employees subscribe for the insurance, but same will not be effective before January 1st, 1924.

Provision is made that each employee in the service for a period of six months will receive a \$250 policy and each employee in the service one year a \$500 policy at the Company's expense.

Those employees in the service one year may purchase additional insurance to that donated by the Company at the attractive rates listed below, the tabulation showing the amount and cost per month of insurance which each employee, according to wage received, is eligible to purchase:

Salary	May Purchase	Donated by Company	Total Insurance	Total Cost Per Month
\$150, or less	\$1000	\$500	\$1500	\$0.70
Over \$150, but not over \$200	2000	500	2500	1.40
Over \$200	3000	500	3500	2.10

The insurance is made payable in full to beneficiary in case of death, or is payable in installments in case of permanent or total disability.

No medical examination is required.

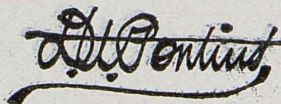
Employees leaving the service of the Company may obtain, without medical examination, an equivalent amount of insurance from the Metropolitan Insurance Company at the regular rates of that company to the amount attained at time of leaving the service.

Employees name their own beneficiary, which can be changed upon written request.

The insurance company maintains visiting nurse service at large centers which will be available to employees who will be furnished from time to time booklets on health hygiene and disease prevention.

As soon as full details of this insurance plan are received, additional information will be given either through the Magazine or by circular.

Employees of this Company I am sure will gratefully receive this announcement and I feel certain that appreciation of it will be reflected in a quick response by 75% of eligible employees subscribing for this insurance, which is necessary to put the plan into effect.



Vice President and General Manager.

Torrance, 'The Modern Industrial City'

Faith of Founders Make of Agricultural Fields Thriving City of Factories and Homes. Its Growth Unparalleled.

By HARRY F. GADEKY
Secretary, Torrance Chamber of Commerce

TORRANCE, the modern industrial and oil city, is an achievement. It stands today, beautifully situated on high ground near the Los Angeles Harbor, situated on the Pacific Electric Railway, an example to city builders of the future. Far-sighted men, fearless in the strength of the convictions, converted a potato patch into a modern city, almost overnight. Two years were spent in preparation for this stupendous transformation. Eastern and foreign industrial centers were studied by skilled engineers, and practical city builders, before the final plans were passed upon. Frederick Law Olmstead, of Boston, a man of international reputation as a builder, was selected to plat the lay-out for Torrance.

Before the public was even invited to visit Torrance, a million and a half dollars had been spent lavishly for improvements and the establishment of those utilities which make for sanitation, service, value and beauty. Twenty miles of paved roads were laid; a complete sewer system built, and in the northwest corner of the 3,500 acre plat of land a reservoir of seventeen million gallons capacity was filled with artesian water, pumped from wells 1,400 feet deep.

Founder's Foresight

An engineer's report states that this water system, as it stands today, is sufficient for a population of 50,000 people. Steel riveted pipe costs money, 84,000 feet of eight and ten-inch mains were laid before a tap was ever made for public service. Miles and miles of sidewalks, curbs, street lights, parkings, were constructed; 200 mule teams were working at one time; a thousand hammers rang on administration buildings, hotels and office blocks, before a single lease had been written for their occupancy. "Those men are dreamers," said a skeptic. "It cannot be done—they will break themselves at their expenditures. How can they make a city out of a potato patch?"

Today four thousand men are working in ten magnificent factories in the town of Torrance. Every hotel,

store-room, apartment house and bungalow, garage or shed in the town is occupied. There is nothing vacant, and a population of 5,000 people has been lost because of the lack of accommodations. One thousand homes are needed at once. Could the lamp of Aladdin be rubbed and these homes spring into being on the morrow, they would all be occupied within a fortnight. Such is the dream city which the skeptic thought would never materialize.

As you enter the city on a main artery leading from Los Angeles, passing under a stunning concrete bridge, swinging around the curve, a splendid activity immediately confronts you.

sea may be reached in five miles in either direction. A prevailing wind blows from Redondo Beach, or the west end of the hills, across Torrance in a northeasterly direction. Because of this prevailing wind and geographical adaptation, the industrial district was laid out on the north and east of the city in a great semi-circle about it. Arteries from the two harbors and from Los Angeles converge at one point like three spokes of a wheel—this establishes the business center.

Streets torn up for sewer and water mains are a disgrace to system and practical construction. The streets of Torrance will never be torn up, for all of the utilities are placed in twenty-foot alleys. The conduits for the street lights are laid between the curb and sidewalk. Curb corners are banded with steel. It will never be necessary to move property lines back in order to cut wide sidewalks, as has been done in some cities, at enormous expense.

Entertainment is a luxury, but may be considered a necessity, particularly in a factory town. Torrance is close to the play shores of the Pacific and is not too far from the cooling canyons and inspiring vista points of mountain passes.

Trees Line Highways

One phase of the Torrance development which may almost be classed as a hobby of its managers, is the planting of trees—hundreds of thousands of them have been permanently placed; parks are thickly shrubbed and beautified with roses and other flowering plants, on the theory that you can always thin out, but that it takes years to fill in. Don't get the idea that Torrance is simply a factory town, noisy, smoky, and ill-kept, for none of this applies. The Torrance of today is one of the most beautiful little cities of the West. Many people seeking retirement under ideal conditions, have already established their homes there, and it is safe to say the community is destined to take its place as a point of interest among the many unusual attractions which California has to of-

Torrance Pay Rolls Rival Cities Far Greater in Population

FOLLOWING the interesting story of Fullerton in last month's issue, Torrance, "The Industrial City," is offered to our readers in the current issue. Mr. Gadeky tells entertainingly how "dreamers" with foresight and faith transformed a potato-patch into one of Southern California's most thriving and promising communities. To-day the pay-roll of its industries rivals, if indeed it does not exceed, that of any other city of its size in the Southland and growth continues at an unabating pace.

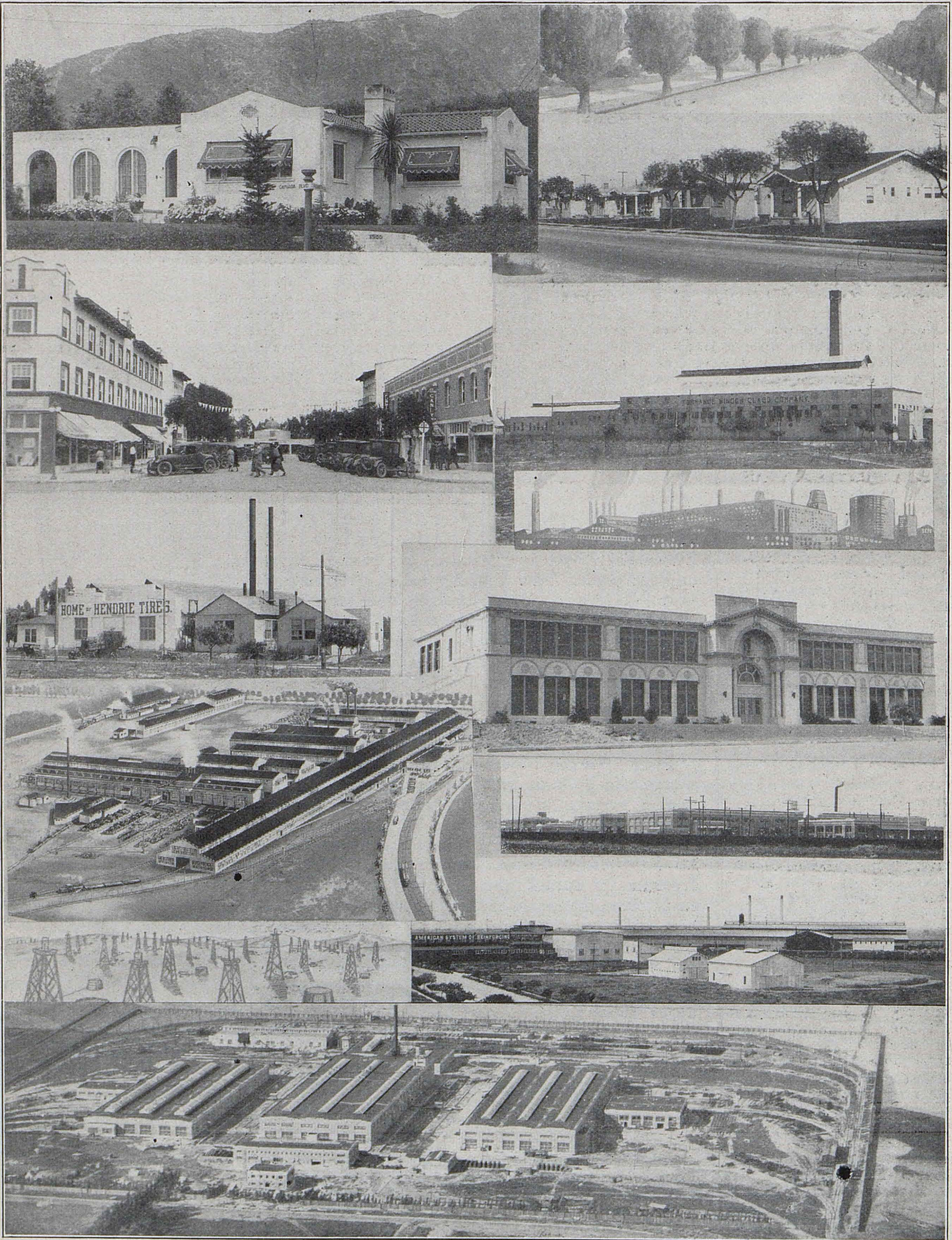
Torrance as we all know, is the home of the 125-acre Pacific Electric shops and storerooms where the bulk of repairs are made to our immense volume of rolling stock and where are housed tremendous volumes of materials incident to our operations. Sharing the vision of its far-sighted founders our management too foresaw its future and adaptability and at an early date made an initial investment of a million and a quarter for shop outlay. To-day more than 700 employees are permanently employed and our large pay roll is only one of a score of other industries contributing to the community's general welfare.

The city of Torrance is not alone an "Industrial City," but a modern, thriving and beautiful city of homes, schools, trees, landscapes and all that makes life worth the living.

Lying south of Torrance is a long, low line of hills, which protect it from fogs and chilling sea winds. At either end of these hills is a harbor. Torrance occupies the strategic position on high ground between them. The

tirement under ideal conditions, have already established their homes there, and it is safe to say the community is destined to take its place as a point of interest among the many unusual attractions which California has to of-

VISION DEVELOPS CITY OF FACTORIES AND HOMES



Series of typical scenes at Torrance; note expanse of Pacific Electric shops in lower picture taken from an airplane.

fer. The subject is discussed from the standpoint of industry, because industry is the father of our future child of prosperity.

Situated, as Torrance is, within easy access of Los Angeles, its citizens have the many advantages offered by such a wonderful and metropolitan city. But business interests do not cater to sister and greater cities. They determined to give their town all the advantages of the bigger cities and here are found, not only grocery and dry goods stores, but banks, real estate offices, professional men, investment concerns, recreation places, lodge halls and places where the numerous mechanics and skilled laborers might find an outlet for their spirit of amusement and leisure time.

Probably no industrial city in California enjoys a better bunch of workmen or better paid ones than does Torrance. They are intelligent, to a great degree, and are in love with and loyal to the interests which make for the betterment of the entire community and not for any one class.

Mammoth Pay Roll

One of the most important things for a city like Torrance is the pay envelope, and, while it is the erroneous idea that a pay-envelope community is not a saving one, it will be found to be an exception here, at least. For the pay envelope man of Torrance is the backbone and sinews of business life of the city. He is married, has his family and is industrious, saving and economical. He fits into the civic life as essentially and as harmoniously as does the man of salary or income. Torrance would go to the wall were it not for these mechanics who make their livelihood by hard toil and skillful labor.

The Torrance Chamber of Commerce, with 500 members, is one of the most active in the State. Carl L. Hyde is president, J. S. Lancaster and George Peckman, vice-presidents, J. Wallace Post, treasurer and Harry F. Gadeky, secretary. Directors include also Alfred Gourdiere, Charles Le Boeuf, P. G. Briney, A. H. Bartlett, W. Teal, W. T. Klusman, G. W. Neill, Brian K. Welch, J. C. McVey, and A. W. Malone. There is also a Business Men's Club, with George Peckham president.

Torrance is an incorporated municipality governed by a board of five trustees, of which Wallace H. Gilbert is chairman and mayor, the other members being James M. Fitzhugh, E. H. Nash, Joseph Stone and George Proctor. The immediate need of the city is for more homes, apartment houses and hotels.

At a recent meeting of the real estate men of the city of Torrance, a Realty Board was formed, to be known as the Torrance District Realty Board, with Mr. W. A. Renn as president and Mr. Treadwell, secretary.

The object of this board in Torrance is to advance the interests and protect the real estate dealers and brokers as well as their clients and the public in general and to advance the general welfare and prosperity.

Where Large Share of Dollar Goes

THE biggest taxpayer in any community usually believes himself entitled to at least an equal chance with other citizens, but he doesn't always get it. The fact that he really is the biggest contributor to paying the cost of government often brings him grief. * * *

In 1922 the Class I railroads paid taxes amounting to \$305,000,000! This was an increase of our western railroads of about 275 per cent over 1913. It was \$835,000 a day! It was about \$17,000 every thirty minutes, taxes! It took 28 per cent of the net operating income to pay the bill.

—Charles Dillon.

Torrance is the home of Union Tool Company, Pacific Electric Shops, Torrance Window Glass Co., Hendrie Rubber Tire Co., Salm Manufacturing Co., Columbia Steel Corporation, American System of Reinforcing, California Carbon Products Co., Consolidated Lumber Company, Standard Tool & Supply Co., Southern California Aluminaceous Vitraeous Facing Co., employing 4000 men and women with a total monthly payroll of \$600,000.

Oil Possibilities

The Torrance field has proven a paradise for the big companies, which now hold virtually all of the big leases, and as a result, they have been able to control its development. It is because of this fact, perhaps, that is has not been a spectacular field, and some go so far as to say that the big companies have wanted to make the Torrance field as unattractive as possible for the little fellow, the man who would come in and drill on small leases and pay big bonuses. One by one, however, the little fellows have gained confidence in the Torrance field, and the influx is believed about to begin.

The major companies holding leases in the Torrance field are: Chanslor Canfield Midway, approximately 5,000 acres; Union, 3,000; Shell, 2,000; Standard, 1,000; General Petroleum, 500; Pan-American Petroleum Company, 100. Other companies in the field holding leases from five to a hundred acres are: Petroleum Midway, Northern, Hub, Gilmore, Sentinel, Fullerton, Amalgamated, Superior Oil, George F. Getty, R. W. Edens, Torrance Oil & Development Company, Shelby & Root, Torrance-Lomita Royalties, U. S. Royalties, Trim-

MR. PONTIUS RETURNS FROM EXTENDED EASTERN TOUR

After an extended tour of the east, D. W. Pontius, Vice President & General Manager of the company, returned to the city October 27th. Mr. Pontius attended the annual convention of the American Electric Railway Association at Atlantic City early in the month and delivered an address on the past year's development of "Trackless Transportation" in California, reprinted in this issue of the magazine.

At the close of the convention Mr. Pontius visited many of the larger cities on the Atlantic sea-board investigating service and electric railway properties. He stated that from his observations electric carriers were in a healthier condition than at any time since the war and that all were handling the largest volume of business in their history. He expressed the opinion that for the most part motorbuses were being used as auxiliaries and that no serious effort was being made to supplant electric lines for handling mass transportation. Service and facilities of the Pacific Electric, he found, compared more than favorably with that of any electric line in any city he visited.

At St. Louis where the Company is having built fifty local and fifty interurban passenger cars Mr. Pontius reports contractors are making good progress and indications point to delivery of this equipment beginning early the coming year. The local passenger cars are of the improved type now in use in the Hollywood service and when delivery is completed the entire Hollywood district will be served with this type of equipment. The interurban cars are of the highest improved type and embody many late features not now in use on any western electric railway. These cars will be used on various interurban lines of the company throughout Southern California. The one hundred cars to be delivered entail an expenditure of approximately \$2,750,000.

Other officials attending this year's convention at Atlantic City were T. J. Day, Freight Traffic Manager, S. H. Anderson, Electrical Superintendent and C. Thorburn, Purchasing Agent.

ble & Rhea, O. D. Knight, Harbor City Oil Syndicate, Castle Rock, Keystone Oil Syndicate and Great Western Investment Company.

In addition to these companies there are dozens of oil men who have quietly picked up acreage and are awaiting for further development before starting to drill. They realize that much is to be learned from the drilling now being done and that a delay of a few months may mean the saving of thousands of dollars.

At the present time there is erected 120 derricks in the Torrance field. The nearer the drilling to Cedar St., the better production.

Co-ordination of the Trolley and Motorbus

Vice-President Pontius Addresses Convention on Future of Motorbus and Past Year's Development Locally.

Below is a reprint of Mr. Pontius' address before the American Electric Railway Association at Atlantic City early last month. Employees will find much informative data in connection with the company's bus activities during the past year in this article.

IT WOULD seem pertinent that at this time I continue the subject of "Trackless Transportation" on which I addressed the association at Chicago last year, and supplement the remarks made at that time with a review of the present situation, and relating the progress made in trackless transportation in Southern California.

Last year the estimate was that there were 380 buses and trucks operated directly in competition with the Pacific Electric, with an annual operating revenue of approximately \$3,325,000. At this time, a close estimate is that there are 396 competitive buses and trucks with an annual revenue of approximately \$3,750,000.

The number of operating bus companies has not increased and, through constant vigilance and protesting of applications for permits before the State Railroad Commission, no new applications of a paralleling or competitive nature have been granted during the past two years.

Rapid Growth

The increase in bus and truck revenue of competitive lines is attributed to the continued phenomenal growth of Southern California in population. Better to illustrate this growth, the population of Los Angeles in 1920 was 576,000; in 1921 was 611,000, in 1922 was 722,000 and in 1923 is 987,000.

In the city of Long Beach, where two bus companies with seventy-seven buses were operating on a 5-cent fare, the situation is unchanged and we cannot justly complain, as they are not permitted to parallel the Pacific Electric lines.

In Pasadena, a year ago, we were facing not only the problem of track renewals to cost in excess of \$750,000, but had directly paralleling bus competition, with not enough traffic to justify two classes of transportation on the same streets. The railway company stood ready to make the necessary expenditures, but because of the political situation the city authorities felt that the people would not approve of ruling out the paralleling bus service over the same streets where car lines were operated.

After many unsuccessful conferences with the City Board of Directors of Pasadena, the city discontinued negotiations with the railway company and called an election for a bond issue for the purpose of installing a municipal bus system, which resulted in a spirited contest at the



D. W. Pontius

polls. The result of the election was the defeat of the municipal bus project by an almost two-to-one vote.

Shortly after the election, negotiations were again resumed between the city and the railway company, resulting in a very satisfactory agreement. Paralleling bus competition within the city has been entirely eliminated. Under the agreement with the city, the established cash fare is 6 cents, or ten tickets may be purchased for 50 cents, good within the local limits of the city, with transfers to or from cars within the prescribed local limits. This is with the understanding that if, after one year, it is found that the local service in Pasadena is not paying its way, the railway company may submit the matter to the Railroad Commission for an increase in fares, and if the city so desires, at the end of one year, it may submit the matter to the Railroad Commission with a view of having the fares reduced.

The equipment and street car tracks in Pasadena have been rehabilitated, and all will soon be in absolutely first-class condition. On Los Robles Avenue, where it was necessary to rebuild the tracks at a cost of approximately \$350,000, if the line was to be continued, street car service has been discontinued temporarily, and bus service has been installed. Indications are that the bus service will remain permanently, as the travel on this line is not exceptionally heavy.

Service Pleases Public

A very satisfactory street car service, augmented by bus service, is now being given, and everyone seems satisfied. At this time we are operating forty-five buses, and, with shops and garage headquarters, have a total investment in trackless transportation in the city of Pasadena of approximately \$500,000.

In the Santa Monica Bay district, referred to last year, we offered to install supplemental bus service, but our offer was rejected by the City Commissioners; one commissioner favoring our plan and two opposing it. In that city a bus company was formed by some of the men who were individually operating local buses. The service rendered is anything but satisfactory to the people of that district, and the bus operators are not complying with their franchise requirements. It remains to be seen what the final solution of the transportation problem in that district will be.

Probably the hardest battle ever sustained by electric transportation companies to retain their right to serve a city, to repel an alien interest, and to protect itself from unwarranted and unfair competition, was made in Los Angeles recently, culminating in an election wherein the people were to decide whether the existing railways—the Los Angeles Railway and the Pacific Electric Railway—were to be permitted adequately to serve their transportation needs, or a franchise was to be given the People's Motorbus Company to establish bus lines.

Election Called

The franchise for the bus line being applied for by referendum petition forced the city to call an election to determine the matter, notwithstanding that the railways made application for the operation of bus service in certain districts of Los Angeles eighteen months previously, on which applications the city had never acted.

The franchise applied for was directly to parallel the street car lines on the same streets, and skim off the cream of traffic, and not to develop any new territory. The result of the election was the defeat of the People's Motorbus Company franchise by over 12,000 votes out of 86,000 cast, despite the admitted expenditure of \$125,000 by Messrs. McAdoo and Hellman and their associates in carrying on their part of the campaign.

A crosstown bus line on Western Avenue is now in operation, extending through a portion of Hollywood, on the north, and across the western portion of Los Angeles, to Slauson Avenue, on the south, a distance of 11 miles. A second bus line will be established within the next thirty days over Sunset Boulevard, Vermont Avenue and Eighth Street, between Hollywood and the business district of Los Angeles, a distance of 10 miles. A third line will be established over Vermont Avenue and Eighth Street between the northern part of Hollywood and the business district of Los Angeles, a distance of 6 miles. These three lines will require a total of approximately seventy buses.

The fare directly in the Hollywood

district is 6 cents, while the through bus fare over the routes named is 10 cents, carrying with this fare the privilege of transferring to the street car lines of either the Pacific Electric Railway or the Los Angeles Railway.

My prediction is that within another year the Los Angeles and Pacific Electric Railways, through the Los Angeles Motorbus Company, will be operating in Los Angeles more than 100 buses, and will have an investment in trackless transportation in the city of more than \$1,000,000.

In addition to the bus service installed in the city of Pasadena and in Los Angeles the Pacific Electric is now operating feeder or auxiliary bus lines, as a part of its railway system, in the cities of Santa Ana, Alhambra, Beverly Hills, Glendale, San Bernardino and Redlands, and within the next six months we shall have in operation fifty buses as feeders to our interurban system.

In a great many instances the bus lines are being operated at a slight loss, taking into consideration operating expenses, interest, depreciation and taxes; however, the loss should not be looked upon as a serious matter for the reason that the bus service has been installed to take care of the growing traffic in districts not served, instead of extending electric lines.

State Legislation

The last Legislature of the state of California not only passed many regulatory measures concerning bus lines, but adopted an entirely new method of licensing and taxing them. One of the most notable features was the elimination of the direct car tax upon a horsepower basis, substituting therefor a nominal license charge, and imposing a tax of 2 cents a gallon on gasoline, with a view to raising additional revenue for the road fund. It is estimated that the gasoline tax, which covers all automobiles, buses and trucks, will produce a revenue of \$12,000,000 annually. This, added to the license fee of approximately \$3,000,000, makes a total of \$15,000,000, an increase over the previous year of approximately \$6,000,000.

In the application of the new laws relative to trucks, a maximum weight has been fixed at 22,000 lbs. The weight allowed in any specific case, however, is variable, depending upon whether machines are equipped with solid or pneumatic tires; solid tires being penalized by an additional charge and decrease of weight load. Another important feature is the regulation of truck speed, determined by weight of load and class of tire equipment. Buses and trucks operating in common-carrier service under the new law are required to pay to the state 4 per cent of their gross revenue.

Automobile common carriers and school buses are now required by law to stop at all grade crossings except within the limits of incorporated cities, and a number of other features beneficial to the railways and decidedly in public interest are embodied in the enactment.

The bill was bitterly contested be-

COMMON MISTAKES

JUDGE McCORMICK of San Francisco says these are the thirteen most common mistakes of life:

1. To attempt to set up our own standards of right and wrong.
2. To try to measure the enjoyment of others by our own.
3. To expect uniformity of opinion in this world.
4. To fail to make allowances for inexperience.
5. To endeavor to mold all dispositions alike.
6. Not to yield to unimportant trifles.
7. To look for perfection in our own actions.
8. To worry ourselves and others about what cannot be remedied.
9. To consider a thing impossible that we ourselves cannot perform.
10. Failing to help everybody, wherever, however and whenever we can.
11. To believe only what our finite minds can grasp.
12. Not to make allowances for the weaknesses of others.
13. To estimate by some outside quality when it is that within him which makes the man.—
Forbes Magazine.

fore the Legislature by the motor bus representatives. The railways took the stand that reasonable regulation of buses and trucks operated in common-carrier service is desirable, and that the railways also operating buses were willing to pay the taxes the new law provided.

Railway Extensions

The management of the Pacific Electric still has confidence in the success of the electric railways. It will be only a short time until an expenditure of \$4,500,000 will be under way, building a subway for taking interurban and suburban trains off the congested streets in Los Angeles.

During the past year only two rail line extensions of importance were made, one in the city of Long Beach and the other, known as the Alhambra-San Gabriel extension, in the San Gabriel Valley, which is destined to open up quite a large territory for subdivision and home extension, representing an expenditure of \$288,000. Passenger and freight equipment has been purchased during the past year to the extent of \$6,000,000, and a large portion has already been delivered.

Our relations with the public generally, throughout the territory served, are most cordial. During the past two years there has been a growing spirit of fairness toward the railways, and it is expected that by keeping faith with the public and making a sincere endeavor to serve adequately and treat

courteously our patrons, we will retain and enjoy their good will. Their attitude is best reflected in their actions at the polls in Pasadena and Los Angeles, at a time when the interests of the electric railways were being jeopardized.

The management of the Pacific Electric has confidence in the future and has definitely entered the motor bus field, or more properly speaking, the motor bus has been adopted as a factor in Pacific Electric Railway operation for use on auxiliary and feeder lines.

I do not concede that buses can take the place of the electric railways, but because of their adaptation as feeders and auxiliaries to main or trunk lines, they have proved their usefulness in connection with such transportation.

As I stated last year, the problem of the electric railways is not to put the buses and trucks out of business but to see that they are used in districts not adequately served by rail transportation. If the railways expect to hold the business in their territories they must either extend their lines or install supplemental bus service to take care of traffic requirements, or face destructive competition.

Buses are not practical for the handling of mass traffic, and the two electric railways operating in Los Angeles and vicinity are more needed today than at any time during the past.

COMPANY'S BUS SERVICE TO CITY OF GIRARD BEGINS

Impetus to the growth of Girard and other districts enroute to that growing city was set in motion on October 10th when the Company began operating buses from Hollywood. Installation of this service followed favorable action by the Board of Public Utilities upon our recent application to install bus line to Girard. The new line, eighteen miles in length, affords direct service to Girard from Hollywood and doubles the electric train service operating through Cahuenga Pass and Universal City.

Commencing at Sunset Boulevard and Highland Avenue buses will travel north on Highland Avenue to Cahuenga Pass north to Ventura Boulevard and west on Ventura to Girard. Returning buses are routed south on Cahuenga Avenue to Wilcox, south on Wilcox to Sunset and west on Sunset to Highland. Passengers from Los Angeles destined to Girard and all points enroute now take Hollywood cars to Highland Avenue paying local fare to Hollywood and bus fare to point desired. Commutation tickets may be purchased at the Hollywood ticket office, Santa Monica and Highland Avenue or any Los Angeles Ticket office of the Company. A ticket office is shortly to be installed at Girard.

Buses to be used in this service seat twenty-five passengers and are of the standard type used by the Company in other parts of Southern California.

'Stop the Waste,' Cry of Modern Industry

Problem of Railway Industry is Elimination of Waste,
and the Promotion of Greater Efficiency.

By L. H. APPEL,
Assistant Electrical Superintendent

ADMITTEDLY the subject of waste in industry is not one of intense interest to the unimaginative reader, but even a brief survey of the history of the most successful industrial organizations will reveal that their prosperity resulted in a large measure from a scientific utilization and proper control of the waste heap. By "waste heap" we mean the accumulated result of the numerous sources of waste, and from whatever cause.

Those familiar with chemistry will recall the great number of contributions to the industrial world by that wonderful science, obtained from developing what was previously considered waste from primary industries. We are all familiar with that oft' repeated story descriptive of the efficiency of the packing industry which it is said, utilizes every part of the pig but the squeal, and it may be true that by this time they have found some remunerative use for that. In other words, it has been discovered, and the word is used in its logical sense, that the profits accruing to any industry are dependent upon the relative size of the scrap heap.

Waste Defined

But what does the average individual consider as waste, and what are the factors contributing most freely to the waste pile? Upon first thought we usually associate the subject with the consequences of acts of carelessness, or perhaps as a condition which may be eliminated by the proper salvaging or reclaiming of used materials. Carelessness does enter into the problem to a considerable degree and the practice of reclaiming materials is of prime importance, yet there are many other important factors and influences involved.

Waste, in an industrial sense, covering as broad a field as it does, is rather difficult to define in order to make it applicable to all phases of industry, whether it be manufacturing of commodities, providing and distributing transportation service, or any of the other numerous branches of endeavor, but it may be considered as the result of improper

use of labor, materials and facilities, defective methods and antiquated practices.

The sources of waste are many and varied, and are not always observable or readily apparent. In many instances, the indirect losses which are more difficult to detect, are often greater than the direct losses, thus making the subject one that requires constant thought and vigilance in connection with our daily activities. It is not within the scope of this article to attempt to enumerate even a small fraction of the large number of sources of waste, but only to point out some of the more common causes which we encounter daily.

Carelessness can be and in fact is, a serious source of wastage and dam-

nable toll each year from both the employee and the industry.

Another source is the lack of foresight in planning one's work, and the resulting wastage will be in proportion to the size or magnitude of the respective jobs. Careless handling and the improper storage of materials and equipment resulting in their spoilage or deterioration before being utilized can result in a serious source of loss. All charged with the responsibility of the care of materials and equipment should be careful as to its disposition or storage in order to prevent loss due to damage by the elements or mechanical injury.

Waste can occur through idle material due to an over-supply above the normal requirements, resulting in both a physical and economic loss; physical through deterioration, and economic on account of the investment and carrying charges incurred.

Taking advantage of the benefits of standardization of methods and material, where practicable, will assist in reducing economic wastage. This is a phase, however, that particularly requires study and thought. Standardization is a term familiarly used, but a condition apparently difficult of attainment.

Department's Activities

To divert from the general discussion and to insert the personal equation, a brief summary is given of the Electrical Department's methods and practices in the endeavor to reduce waste of whatever nature.

In order to prevent what may be termed industrial accidents or human wastage as far as possible, all employees of the department, regardless of the branch employed, are cautioned not to take any undue risks, and to quote existing rules "not to do any work which they believe themselves unable to safely perform," but to avail themselves of every safeguard provided. Very carefully detailed instructions have been issued covering certain hazardous operations such as calling out or "killing" and re-energizing transmission lines, which are held inviolate; substation equipment has been guarded

Opportunity Exists For All To Aid In Waste Elimination

THE accompanying article by Mr. Appel is the second of a series on the important subject of waste elimination. Many practices of the Electrical Department in dealing with this issue are explained at length and employees can increase their ability to aid in this movement by carefully reading and familiarizing themselves with their department's aims.

Two of the most important factors contributing to the present day efficiency of electric carriers and their ability to carry on in the face of many difficulties may be attributed to the great development in equipment and facilities and the elimination of waste in its various operations. Much has been said and written of the wonderful strides of the packing houses and other industries in waste elimination, but great as has been their progress, electric carriers have more than kept pace and today it is doubtful if any industry can point to greater achievement in this line.

Despite what has been accomplished by electric railways in the past decade, problems of the industry make it imperative to continue efforts in this direction. The opportunity is still present for every Pacific Electric employee to contribute in good measure to this movement and how best to accomplish worthwhile results is being well explained in this series of articles.

age, resulting in accidents to the employees and destruction of materials. Preventable industrial accidents are human wastage and take an incalcul-

against accidental contact; the safest and most approved types of construction adopted, and every other reasonable, and sometimes what may appear to be unnecessary precaution, taken to protect life and limb.

Employees are especially warned to make sure that their equipment, tools and safety devices are suitable and in good condition before proceeding with their work.

The Electrical Department is also constantly endeavoring to detect the source and reduce waste by insisting upon strict inspection of the overhead lines and equipment under its jurisdiction, thereby anticipating conditions as far as practicable, that might result in delay to traffic, thus reducing traffic waste; by reclaiming materials where it is economically justifiable, that is, where the value of the material salvaged is in excess of the labor and material required for its reclamation; by endeavoring to obtain the maximum economic life out of all materials used and in service.

Stress is laid on the practice of removing conditions that are the cause of repeated trouble rather than providing a palliative by means of continual temporary repairs. Particular attention is being given to the problem of standardization of materials, methods and types of construction, and considerable progress has been and is being made along this line.

While the electric railway industry is not directly classified as a manufacturing industry, it does provide and sell transportation service, and in addition, is a huge consumer of labor, materials and supplies. Therefore, the elimination of any conditions that result in delays to service or traffic aids in removing an economic waste—lost time of the traveling public. Any decrease in industrial accidents results in a benefit to both the employee and organization and any saving in the use of materials and supplies, or the adoption of improved practices, re-acts to the benefit of the Company and adds to our pride of craftsmanship and accomplishment.

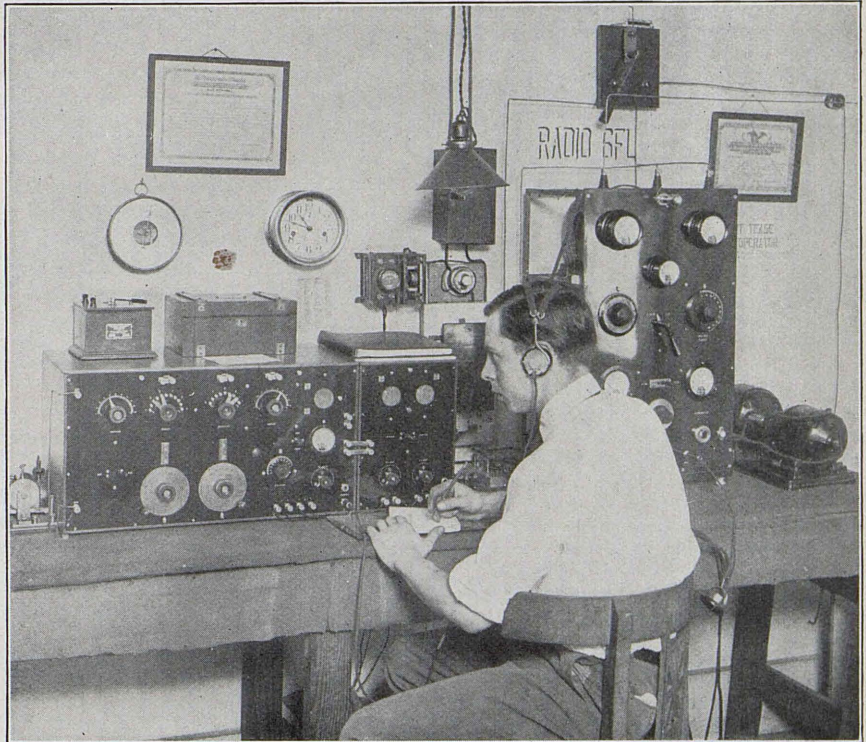
ELECTRICAL DEPARTMENT TO HOLD ANNUAL BANQUET

On November 17th the Third Annual Banquet of the Electrical Department of the Pacific Electric will be held at "The Elite," 633 South Flower. The banquet is a stag affair and the food annihilation will start at 7 o'clock.

Mr. Vickrey has arranged a varied and entertaining program to be given by professional entertainers. He has spent much time and effort in providing for the many little incidentals necessary to a successful dinner which will not enter into the expense which the \$1.50 charge will be used to cover.

T. W. Kennedy has been appointed Chairman of the Committee on Arrangements and he will be assisted by E. S. Mills. Since the attendance last year was 120, it would be well to reserve tickets promptly. These may be obtained from the persons named, or from any one of the Ticket Distribution Committee.

Youth Masters Air Communication



Radio outfit of D. E. Metcalf, Torrance Shop employee, in service and available for inspection at Pacific Electric Club

RADIO fans desiring to further their knowledge of the art would do well to pay a visit to the fourth floor of the Pacific Electric Club where is located and in operation one of the finest and most complete amateur transmitting and receiving stations in Southern California. Built in its entirety by D. E. Metcalf of the Winding Room, Torrance Shops, the outfit as he has designed it gives evidence of Mr. Metcalf's excellent ability as an exponent of the science of air communication.

Having visited the wireless room of a passenger vessel some eight years ago, young Metcalf became intensely interested in the art and from that time he has devoted his spare waking hours to broadening his knowledge and experimentation until today few amateurs of his years can boast of greater knowledge or exhibit as complete and well equipped an outfit. The visitor will be immediately impressed upon observing the workmanship of the various units; there is nothing about it savoring of the "slam-bang" variety and all of the component parts show a degree of skill seldom achieved even among professional artisans. Visitors are welcome and will have explained to them any point on which they desire information.

Feeling that within our ranks there are many amateur radio fans who would like to know of Mr. Metcalf's

outfit and experience, we asked and he kindly submitted the following statement:

In July 1915 radio communication had been commercialized for less than two years. It was in August, 1913 that Congress passed an Act compelling all vessels to be equipped with radio apparatus. At that time the experimenter and the amateur had to construct most of their instruments, as dealers in that line were very few and prices asked by electrical manufacturers were exorbitant. In fact, I can recall that in Los Angeles there were only two electrical dealers who carried radio apparatus and one of them discontinued this service because it didn't pay.

The receiving instruments used in that period consisted mainly of a loose coupler and a crystal detector and in some cases a variable condenser was added. Vacuum tubes (then called globes or bulbs) were a luxury and were possessed only by the more advanced amateurs. Although they functioned satisfactorily, they were more crudely constructed than the present type. Those who could afford a "bulb" were obliged to build their own "B" batteries out of about 30-flash light cells. As honeycombs and bank windings were unknown, it was customary to wind single layer coils from two to four feet long in order to receive long wave signals. Regeneration (feedback) had not been

discovered and amplification was not sufficiently developed for general use. Wireless telephone was a bare possibility and was unpractical at best.

The amateurs originated broadcasting in 1920 by operating low powered sets under special licenses. The first stations in this city were known as 6XD and 6XAK. Phonograph records and short monologues constituted the average program. There was only one man on duty, who had to operate the set, announce, change records, etc. One of the most frequent announcements was: "Stand by for two minutes while I change a needle." As the general public became interested in broadcasts it was necessary to enlarge the sets and better the service until finally the government commercialized these stations and designated them as KFI and KHJ, etc.

Returning to the amateurs, after the late war they started to replace their noisy spark transmitters with vacuum tube sets. Many were doubtful as to the wisdom of this change, but those who were confident soon demonstrated the gain derived from the new system.

When the ban on amateur transmitting was removed in 1919 it was quite impossible to examine the thousands of applicants immediately. Therefore, every operator devised his own call pending the coming examinations. Licenses are obtained by successfully passing a code test and a mental examination on theory, operation, laws and regulations, etc. These licenses are issued by the Department of Commerce, Bureau of Navigation and no charge is made for them.

The main apparatus was designed and constructed by the owner, with the exception of the engraving on the panels which was done by a local manufacturer, according to specifications rendered him.

The receiver employs a regenerative double circuit and has a wavelength range up to 5000 meters. Although this set is very efficient over its entire range, a smaller set is being constructed for simpler tuning on amateur wavelengths (150 to 220 meters).

The large panel seen on the right is the telephone and telegraph transmitter. The power is 20-watts consisting of four 5-watt transmitting tubes supplied by a 500-volt, Westinghouse motor-generator. The average antenna radiation is 3 radio-frequency amperes. When sending telegraph a high pitched buzzer is supplemented for the microphone. A barometer is kept at hand for testing the operating conditions under different atmospheric pressures.

The station as a whole is strictly a relay station, and a membership is registered in the American Radio Relay League. Messages to any point in the United States, Canada, Alaska, etc., may be filed here, and answer received, entirely free of charge, Government regulations prohibit the amateurs from receiving compensation for handling messages.

Long distance receiving and trans-

Truth About Troubles

IT IS not the work we have actually done, the burdens we have actually borne, the troubles that have actually come that have furrowed deep wrinkles in the faces of many of us, and made us prematurely old; it is the useless fears and worries about the things that have never happened that have done all the mischief.

—Exchange.

mitting is greatly impaired by disturbances and conditions near the station. High steel buildings in the immediate vicinity is the greatest obstacle, although trolley lines and electric ventilating fans offer considerable static interference. The receiving set was recently tested in the outskirts of the city and little difficulty was experienced in hearing several Atlantic coast broadcast stations, as well as a number of government stations on 4800 meters.

The transmitter was but recently completed and no distance reports have been received as yet. The operator hopes to be one of the lucky ones to "get thru" to Australia in the current tests.

The transmitter will not be operated between 7:30 p. m. and 10:30 p. m. in accordance with the new regulations, but visitors are welcome at all times.

ACCOUNTING DEPT. NOTES By Don Goldsworthy

Clement Smith, Assistant Chief Clerk in the Disbursements Bureau, recently left on a month's leave of absence on account of sickness. Undoubtedly, the rest will fix "Clem" up in good shape again. During his absence Harold Kuck will handle his work.

The inventory of track material was taken during October, the boys from the Disbursements Bureau going out on the line supervising, and helping put over an accurate count. Mr. Labbe went to Stockton to supervise inventory there, while Earle Moyer is again taking care of the assignment stocks at the various stores.

The new position of handling Interline Accounts in the General Accounts Bureau will be filled by Mr. Geo. Chrystal; Mrs. Hyatt comes from the Payroll Dept. to fill his former position. Other changes have come about, including the transfer of Mrs. Svington from the Disbursements Bureau to the Payroll Dept. and the transfer of Fred Vanasek from the Treasurer's

MEDICAL DEPT. NOTES By Miss Elizabeth Brahm

Dr. Frank W. Kidder, of this Department, has been away on an extended leave of absence, visiting Chicago, Philadelphia, New York, Boston and other eastern cities.

Dr. Kidder is known in Los Angeles as one of the leading X-Ray experts, in which capacity he has been rendering valuable service for several years to employees of our Company. The Doctor is utilizing his time to the greatest possible advantage in the way of taking special courses and visiting the men who stand pre-eminently in this particular specialty.

Doctor Kidder expects to return in the near future and his added store of knowledge will make him even more efficient in caring for afflicted employees.

A full time examining doctor is now being employed for the examination of applicants for employment. A suite of well equipped offices, immediately adjacent to the Superintendent of Employment, has been provided. This arrangement will greatly relieve the marked congestion, which frequently occurs in the waiting room of the Medical Department, and will expedite the handling of prospective employees.

Dr. Weber recently made an inspection visit to the first aid room at the Torrance shop in charge of Miss Wilson. The Doctor reports that he was well pleased with conditions there and feels that the station is a good asset to both employees and the Medical Department.

office to the Disbursements Bureau to handle the resort accounts.

Vacation time is still here as the following proves:

Mr. Fleshner—at home, lots of work; Miss Bell—at home, called back however, four days before the expiration of her time account of sickness of Mrs. Dale; Miss Strom—Phoenix, Ariz.; Mrs. Sanders—east; Mr. Matherson—at home.

Miss Rettis, Mr. Collins, and Mr. Cattle, after sieges of illness, are again with us, all fully recovered, we are glad to report.

Miss Mabel Hardy resigned to go east on account of sickness of her father.

Mrs. McIntosh, of the Stenographic Bureau, has been transferred to the Treasurer's Office, Miss E. Comontofski taking her position here.

Noise Wins

"What does the professor of Greek get?"

"Oh, about \$3,000 a year."

"And the football coach?"

"About \$12,000 a year."

"Quite a discrepancy."

"Well, did you ever hear 40,000 people cheering a Greek recitation?"—Birmingham Age-Herald.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club was held at the club rooms at 2:15 p. m. October 3rd, the following members being absent: R. L. Brainard, A. E. Norborm, W. J. Hodge, F. L. McCulley, H. A. Wilkerson, Jesse Hanselman, J. W. Hale, F. G. Volkhart, A. E. Stowe, Geo. W. Potter, G. W. Orr, Laird Hail, John A. Reese, E. H. Pierce, E. S. Mills, A. J. Guercio, L. J. Bush, W. A. McCammond, C. Thorburn, S. A. Bishop, L. A. Lovell, S. H. Anderson, and C. H. Burnett.

The President, Mr. C. Thorburn, being absent, Mr. W. M. Brooks by request, occupied the Chair. The minutes of the last meeting were read and ordered approved. Mr. Vickrey, Manager of the Club, then read the following reports:

Club Fund

Balance September 1st\$1379.24
Receipts 1157.00

Total\$2536.24
Paid out 1648.59

Balance September 30th ..\$ 887.65

Relief Fund

Balance September 1st\$ 10.34
Receipts 996.16

Total\$1006.50
Paid out 810.00

Balance September 30th\$ 196.50

Unfinished Business

Mr. Vickrey reported that he had himself selected a pool table for the trainmen's room at San Bernardino and that the other material requested had been purchased and should be in place within ten days.

New Business

Mr. Delmer suggested that some railroad ties be placed on certain vacant Company property at Venice so that the employees might park their machines thereon, the Venice authorities having prohibited parking in the streets and alleys. Mr. Vickrey said he would take the matter up.

Mr. Delmer further reported a case of urgent necessity calling for special relief, and Mr. Vickrey stated the case would be duly investigated and a contribution made if justified.

Mr. Vickrey called attention to the misuse of club membership cards, especially of dependent cards, and stated that after the issuance of the new cards admission to the Club rooms would be given only upon the showing of membership card at the door, regardless of the position or importance of the card holder. In this way it is hoped to eliminate certain fre-

quenters of the Club rooms who pay nothing toward the upkeep of the Club and are not entitled to enjoy its benefits. He asked the co-operation of all members so that friction might be avoided and Club property conserved for the use of the real members.

That passes be so dated that they can be used for either the movie shows or the dances was urged by several of the members, and Mr. Vickrey promised to talk the matter over with Mr. Smith to see what could be done.

An inquiry was made relative to admission charges for the employees of the Company, to the Redondo Beach dance hall, and was referred to Mr. McCammond for investigation and report.

There being no further business the Committee upon motion adjourned.

LARGE GATHERING ATTENDS P. E. CHORUS EVENT

Fifty members of the P. E. Chorus met in the Auditorium of the Pacific Electric Club on Monday, October 29th, and enjoyed a High Jinks and Halloween Party which was given by the losers of a membership contest which has been waged for some time past.

Most of the guests were en masque and the costumes were varied, some being representative of the different nations while others were gaudy, colorful and ridiculously funny. One character dressed as Satan was very conspicuous.

A tasty luncheon consisting of sandwiches, cakes, apples, doughnuts and coffee was served at a late hour and the evening was such a success that many expressed the wish that another membership contest be launched.

CLUB MOVIE PROGRAM

Friday, November 9th:

Main feature: Walter Heirs in "Sixty Cents an Hour."
Comedy: "A Tough Winter."

Friday, November 16th:

Main feature: "The Purple Highway."
Comedy: "A Stone Age Romeo." Other reels, "Pathe Review No. 2."

Friday, November 23rd:

Main feature: "To the Last Man."
Comedies: "A Fisherman's Jinx." and "A White B'acksmith."

Friday, November 30th:

Main feature: "Ruggles of Red Gap."
Comedy: "Fire the Fireman."

Friday, December 7th:

Main feature: Gloria Swanson in "Zaza."
Comedy: "Dig Up."

P. E. CLUB BULLETIN Nov. 10 to Dec. 10, 1923.

Friday, November 9:

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

Saturday, November 10:

Agents' Association meets at 8:00 p. m.

Monday, November 12:

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

Wednesday, November 14:

Rod and Gun Club meets 8:00 p. m.

Thursday, November 15:

Northern Division Safety Committee 2:00 p. m.
Dance in Auditorium at 8:30 p. m.

Friday, November 16:

General Staff meets at 10:00 a. m.
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, November 19:

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

Wednesday, November 21:

All Division Trainmen's Meeting at 8:00 p. m.

Thursday, November 22:

Dance in Auditorium at 8:30 p. m.

Friday, November 23:

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

Monday, November 26:

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

Thursday, November 29:

Dance in Auditorium at 8:30 p. m.

Friday, November 30:

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

Monday, December 3:

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

Wednesday, December 5:

Executive Committee P. E. Club meets at 2:00 p. m.

Thursday, December 6:

Southern Division Safety Committee 2:00 p. m.
Dance in Auditorium at 8:30 p. m.

Friday, December 7:

Western Division Safety Committee meets at 2:00 p. m.
Regular Movie Show in Auditorium at 7:45 p. m.

Saturday, December 8:

Agents' Association meets 8:00 p. m.

Monday, December 10:

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

P. E. MASONIC CLUB MEETS

Although contrary to the well-known policy and edicts that none of the fairer sex is allowed to attend meetings of organizations of its character, Lady Nicotine was present at the last regular meeting of the P. E. Masonic Club, and did much to stimulate the attendance, which was greater than at any meeting heretofore held. All present were given corn-cob pipes, and it is estimated that in excess of fourteen pounds (?) of tobacco were consumed.

The entertainment consisted of several selections on the violin by Victor Rodman; singing and dancing by the Loomis twins, who interpreted perfectly those now famous songs,

"Mr. Gallagher and Mr. Shean," and "Barney Google;" recitation, "A Fool There Was," by Mr. Rodman; and Sleight-of-Hand performance by Gus Leonard, better known as "Herman the Second," who has collected 163 medals (actual count), and completely baffled the eyes of on-lookers with his apparently impossible tricks.

Upon conclusion of this performance, the more serious part of the program was taken up, and the club members listened eagerly to a splendid talk by the Honorable Ira F. Thompson, Judge of the Superior Court.

EMPLOYEES IN HOSPITAL TO RECEIVE MAGAZINE

Arrangements have been made for the distribution of Magazines to employees confined at the Pacific Hospital, 1329 South Grand Avenue and henceforth when off the press a copy will be delivered promptly by a company representative.

Each month a list of those confined to the hospital at the time the Magazine goes to press is published and an invitation extended to friends to call and visit their afflicted friends and co-workers. Hospital attaches inform us that quite a few are visited during their confinement, but this is a duty which we are inclined to pass to the other fellow, and one we should not consider too lightly. A few words of cheer will frequently stimulate an ailing one and all should make it a point to read the hospital list carefully each month with a view to extending sympathy and encouragement.

The following Pacific Electric employees were confined to the hospital at time magazine went to press: T. Noah, Motorman, Western Division; C. Schafer, Freight Claim Dept.; C. H. Poole, Lineman, Electrical Department; M. Saitlen, Checker, Term. Freight Dept.; M. Salas, Laborer; James M. Carter, Terminal Foreman So. Div.; A. D. McDougal, Conductor.

NEW CARDS BEING ISSUED TO P. E. CLUB MEMBERS

New cards are now being issued to all members of the Pacific Electric Club and with them is a form on which it is asked that notation be made of the dependent members of their families in order that club cards can be made out to their dependents. Mr. Vickrey states that it will expedite the work of delivering the cards if these forms are filled out and mailed to him promptly.

In the future the ruling that all members must show their official cards upon entering the club rooms will be rigidly enforced. This is to protect the club from intrusion by people who have no right to its benefits and are not now employees of the Company.

The new club buttons have been received and are very attractive. They can be obtained by application to club headquarters at the small cost of 35c.

Club's New Hostess



Mrs. Mabel Rockwell

HEARKEN all you dancers to the good news that Mrs. Mabel Rockwell is to be the official Hostess of the Pacific Electric Club, having taken up her duties as such on November 1st. Mrs. Rockwell has been Hostess at the Redondo Beach Pavilion for the past three years.

Between the hours of 7:00 and 8:00 o'clock on the regular Pacific Electric Club dance nights (Thursdays) free dancing instructions will be given by the new Club Hostess. Employees who have never danced are welcome to receive her instructions, and those who wish to further their knowledge of the art will likewise be benefitted by receiving her aid. Mrs. Rockwell is indeed a very qualified dancing instructor, having recently received the Degree of Master from the American Association of Dancing Masters at a convention held last August.

A series of "surprise dances" are to be given during the next few months, according to an announcement by Mr. Vickrey, the details of which will not be announced on Club calendar. These dances will be held on Thursday nights as usual and with the improved orchestra and Mrs. Rockwell's presence they will prove more entertaining than ever.

"Mr. Brown, furrier, begs to announce that he will make up gowns, caps, etc., for ladies out of their own skins."

"A boy wanted who can open oysters with a reference."

"Bull dog for sale; will eat anything and very fond of children."

THANKSGIVING DAY ORIGIN DATES BACK CENTURIES

We find a "thanksgiving" was offered several centuries ago in the land of the Canaanites and was originally a vintage or harvest celebration. Later the harvest celebration appeared among the Hebrews as an act of worship to Jehovah and was called "The Feast of Tabernacles," because of the fact that everyone lived in booths or tents during the festival to commemorate the years when the nation had no settled homes. These feasts lasted seven days.

In Greece the celebration was called "The Feast of Demeter." In Athens it was held in November and was participated in by married women only. The Romans had their feast on October 4th and it was called "Cerealia" and in England it is called "Harvest Home," and in Scotland was known as "The Kern."

This custom being in the blood of the early settlers, it made its appearance in the Pilgrim colony in 1621. After having suffered the most severe privations and many of the Mayflower's contingent having died from sickness and hunger, they planted their crops in the spring of 1621 and watched anxiously for the harvest time. In the Autumn there was a tremendous crop harvested and out of thanks to the Almighty One a big feast was held. At this feast were invited the Indian Chief Massasoit and ninety of his men. Chief Massasoit later had his men kill five deer and presented them to the Governor of the colony, Captain Miles Standish and others.

Thus was celebrated the first Thanksgiving. The custom spread and was passed on until it became a national holiday proclaimed by the President and reproclaimed by the Governor of each state, and is now observed on the last Thursday of November.

HALLOWEEN DANCE AT CLUB PROVES HAPPY EVENT

The regular Thursday night dance on October 25th, took the form of a Halloween party and those who were fortunate enough to be present enjoyed a big night of hilarity and dance.

Ludicrous hats, masks and many favors were distributed to the dancers. The hall was beautifully decorated and the festooning did credit to a finished interior decorator.

The latest jazz music and the best dreamy waltzes were played and many were the complimentary remarks made upon the orchestra's excellent music and improvement. The strains of "Home Sweet Home" came entirely too soon it seemed and it was with reluctance that the last of the dancers left the hall.

100 Per Cent Perfect

"Knee length skirts have reduced street car accidents fifty per cent.

"Wouldn't it be fine if accidents could be prevented entirely?"—Ex.

TWELVE DANGER SIGNALS ON BAD INVESTMENTS

How to avoid bad investments is a subject in which all are interested and the following precautions issued by the U. S. Treasury Department might well be read and heeded:

1. Mining stock. The best looking mine in the world may prove a "white elephant." Mining is a very expensive undertaking and the risks are unusually great. There is a saying that "a mine is a hole where fools dump their money."

There are many good mining investments, of course, but this branch of the investment market is generally not for those who work for and depend upon a salary.

2. Oil stock. Drilling for oil is costly. The hazards are great. Oil investments are speculative and in a class with mining investments.

3. In the wake of every discovery or invention there comes a host of schemes—"airplanes," "radio," "wireless." The promoters of these may have only the best of intentions, but frequently their enthusiasm is about all they have to sell. Look before you leap.

4. Investment in "real estate" situated in some distant place is sometimes as dangerous as mining stock. People have been known to buy swamps advertised as "sea-shore frontage." Know what you are buying before you invest.

5. "Land development" schemes frequently do not pan out. At best it is a long time before any money comes in from sales. Investments in "new companies" that are going to "sell by mail" should be generally avoided.

6. Patent rights and processes. It is rarely the patentee who makes the money.

7. "New manufacturing methods" should always be closely checked and investigated.

8. An investment requiring a quick decision is often a fake. If there isn't sufficient time to "sleep over it," something is probably wrong.

9. "Special inducements" in cash discounts is often bonuses urging you to be one of the first to invest and are suspicious symptoms.

10. "Tips" alleged to land you "on the ground floor" are rarely to be taken. Those who are "on the ground floor" will monopolize the opportunity.

11. "Playing the stock market on margin" and all other forms of speculation are decidedly not for the small investor. Beware of the "bucket shop." If you buy stocks outright for investment, do so through a member of a legitimate exchange.

12. Stock in "mail order companies" being organized with promises based on what others have done rarely turn out well.

"When the raisin' mash is stewing,
And the worm is in the still;
There's a pile of gravel waiting,
In the graveyard on the hill."

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

Passenger Revenues	\$1,243,694.84	
Freight and Switching Revenue	524,437.99	
Other Revenue	71,284.25	
Total Railway Operating Income	\$1,839,417.08	
Total Railway Operating Expenses:		
Wages	\$892,324.85	
Other Charges	426,169.68	
Transportation for Investment—Credit.....	2,030.24	1,316,464.29
Revenue, Less Operating Expenses	522,952.79	
Depreciation	24,709.65	
Taxes Assignable to Railway Operations	86,376.18	
Total Depreciation and Taxes	111,085.83	
Revenue, Less Operating Expenses, Depreciation and Taxes.....	411,866.96	
Non-Operating Income	5,051.85	
Net Revenue	406,815.11	
Interest on Bonds and Other Debt	329,900.38	
Rents and Miscellaneous Income Deductions	128,932.55	
Total Deductions	458,832.93	
Net Loss for Month	52,017.82	
Net Income for Nine Months	306,382.48	

Los Angeles, Cal., Oct. 24, 1923.

L. A. LOVELL, Auditor.

PASADENA PICKINS' By P. H. Riordan

Switchman Joe Rovai has returned to work after a vacation spent in San Diego and "across the line". Although the intention was to hunt, Joe says that the exertion was too great. Most of the time was spent with relatives in San Diego.

The new bus garage under construction certainly is a credit to the city. The lower floor is given over to the Mechanical Department. There is ample pit room for repairs, a large stock room and still another room for re-charging the batteries. Outside in the rear of the garage is located the wash rack. Entrance is either from the front or rear with numerous large doors.

The upstairs is used by the Transportation Dept. A large room for Trainmen is conveniently located at the head of stairway and to the right is the office located at front of building. In the rear is the locker room and lavatory.

Conductor Bartholomew is about ready to return to work after having been off several weeks on account of sickness.

Motorman Montgomery suddenly became ill while on duty October 28th and was compelled to take to his bed where he has since been confined. We sincerely hope that the sickness is of short duration.

His friends are mighty glad to see Motorman Howard Welsh back at home after having spent several weeks

WAREHOUSE DEPT. NOTES By Daniel Sanchez

Yes, we have no endurance dancers and no champ boxers, but if any department thinks they have a checker player, just bring him around and we'll match him against our star player, Walter T. Cooper. He challenges all comers. It's your move.

A great relief has been brought about by the erection of an additional freight shed. This shed will be known as Shed No. 4.

We are sorry to announce the death of Fred Collman who for many years was Cashier of our Freight Office.

Our force has been increased by the addition of Miss Patten and Mrs. Nelson. We had begun to feel an increase in work, but with the assistance of these two ladies, the strain has greatly diminished.

The Traffic Department's gain is our loss and it is with regret that we see David Gleason leave us, but it gives pleasure to see him progress.

It was a great shock to learn of the death of the wife of Mr. O. C. Black in a recent automobile accident and he has the sincere sympathy of the entire force.

There is a new face appearing in the Cashier's office. It is none other than Irving Lipschultz and our good wishes are extended to him.

in the hospital suffering with a broken shoulder and hope for a speedy recovery.

EXCURSIONS TO "COVERED WAGON" BREAKS RECORD

Just as it has broken all attendance records for movie films, so has the "Covered Wagon" appearing at Grauman's Hollywood Egyptian Theatre, been instrumental in the breaking records of special Pacific Electric movements. The end is not yet in sight.

Working hand in hand with Mr. Grauman's representatives, the Solicitation Bureau of the Passenger Department has effected thirty-two special excursions from as many cities scattered over our system and from September 5th to the close of October records reveal that a total of 4,496 passengers were handled to Hollywood to witness this excellent performance. The parties have varied greatly in size, requiring from one to eighteen special cars to care for them.

Every effort has been made and good success attained in furnishing an excellent quality of service for these movements and in practically every case letters of commendation have been received praising the service rendered. In order to care for the comfort and pleasure of these patrons, a representative of the Passenger Department accompanies each movement and in case of unforeseen developments matters can be adjusted with a minimum delay.

F. E. Billhardt, General Agent, Passenger Dept., under whose supervision special movements are made and carried out, has asked that appreciation be expressed for the fine spirit and co-operation exhibited by all concerned with these excursions. Mr. Billhardt points out that the Company receives very desirable advertising when good service is rendered on these occasions and that the quality of service to these events will have a decided bearing on the number of patrons secured at future event of this character, many of which are already planned. "Agents especially have been attentive and helpful in the successful operation of these special movements," says Mr. Billhardt, "and great credit is due them, and in fact all employees, for the fine spirit of co-operation shown."

AND STILL GROWING!

A prominent economist says:

"One hour and twenty minutes of each business day—or an entire day a week—is demanded of every able-bodied person in the United States to maintain government. That is the lesson of the recent analysis showing that one-sixth of our national income goes for taxes—federal, state and local."

Said a bald-headed man to a waitress bold.

"See here, young woman, my cocoa's cold."

She scornfully answered, "I can't help that,

If the blamed thing's chilly, put on your hat."—Exchange.

A RAILWAY'S FOUNDATION

By ROGER O'MALLEY
Sub-Foreman, Sect'on 4

THERE seems to be a growing tendency on the part of, not so much the public, as employees of other branches of the railroad service to minimize the worth, skill, and usefulness of the track construction and maintenance forces of the railroad and, in some instances, to belittle the personnel of that organization and at times even ridicule enters into the matter.

Not only is this attitude held by some detrimental to efficiency in service, but as a rule its origin may be found in ignorance of facts set forth by service performed in construction, repair, and maintenance of way and structures of our road.

A building of worth or durability cannot be erected upon a poor foundation; neither can a railroad superstructure last and properly serve transportation needs without a well constructed, properly maintained way and track for its foundation. It might be well to quote the words of an Assistant General Manager of a large eastern railroad who some time ago said:

"The responsibilities of the foreman are heavier and more continuous than those of the enginemen or trainmen. The foreman must be able not only to perform more physical labor than any man in his gang, and to do it more steadily, but he is required to send to headquarters many different kinds of reports each month, besides telegrams concerning any unusual happenings on his territory. This clerical work begins each day when his track labor ends.

"He is timekeeper for himself and his men. He is responsible for the safety of the track, switches, waterways, crossings, and in many cases for the switch and semaphore lamps on his section. He is responsible for track repairs and for emergency repairs to telegraph and telephone lines, bridges and culverts, signals and interlocking; for the safe conduct of his men and care over the main tracks without any safeguard in the way of train orders. He must know the time of the arrival and departure of all regular trains and whether or not they are running late, timing his work accordingly. He must be as familiar with the flagging rules as are the trainmen and enginemen. He must effectively police the company's property against all acts of trespass and vandalism without any real police power. He is responsible for the proper care and appearance of the right of way and the fence enclosing it. He must deal as the company's representative with adjacent property owners, and he must maintain amicable relations with the company's neighbors, his inferiors, superiors and his fellow employees."

The above applies to an electric

railway and in addition there are more than a hundred other duties to be found in detail in the rule book.

A road foreman must show more ability in his line of work than the average man in other branches of service because each road foreman stands alone, while in other departments the employe has the support of his fellows. For this reason the foreman must be self-reliant and he must have keen judgment.

The practice of ridiculing the track forces should be discouraged. It is unfair, unethical, and discourteous, as well as gross ingratitude to the man who provides the primary and initial link of railway operation, and the very foundation upon which your job rests.

Be grateful and courteous to him who provides the way on which you may safely travel at ease, while he toils and guards your safety.

PRESIDENT COOLIDGE SOUNDS WARNING ON TAX BURDEN

The truth about taxes was never more aptly put than by Calvin Coolidge, governor of Massachusetts, in a public statement in January, 1920, before his nomination for vice-president. He said:

"There is a limit to the taxing power of a state beyond which increased rates produce decreased revenue. If that be exceeded, intangible securities and other personal property become driven out of its jurisdiction, industry can not meet its less burdened competitors, and no capital will be found for enlarging old or starting new enterprises. Such a condition means, first stagnation, then decay and dissolution. There is before us a danger that our resources may be taxed out of existence and our prosperity destroyed.

"Another and most important consideration, a fact that can not be controverted, is that taxes have to be paid by the public. They can not be imposed on any class. There is no power that can prevent a distribution of the burden. The landlord may be the one who sends a check to the public treasury, but his tenants nevertheless make the payment. A great manufacturer may contribute a large share of his income, but still the money comes from the consumer.

"Taxes must and do fall on the people, in whatever form or name they are laid. There is no other source rich enough or powerful enough to meet the public requirements. It is useless to delude ourselves, and fraudulent to attempt to delude others, with the claim that the public revenues are or can be derived from any source save the people themselves."

Not Familiar Enough

Toucher: Happen to have any John about you, old man?

Tompkins: What do you mean "John?"

Toucher: I am not familiar enough with it to call it "jack."—Boston Transcript.

An Important Link of Accounting Department



The Stenographic Bureau of the Accounting Department employs sixteen young ladies continuously for making typewritten records and handling the work of that department.

LIKE "Topsy" our Stenographic Bureau of the Accounting Department made a rather insignificant beginning in life and "jest grewed" until today its forces number sixteen efficient young lady workers. To them falls the lot of making typewritten records of a multitude of reports, statements, vouchers, letters, etc., emanating from the entire Accounting Department. A visit to their quarters, where the click of their keyboards may be heard day in and out, reminds one of a battery of telegraph instruments broadcasting hundreds of messages.

That the din of their busy typewriters is accomplishing a very creditable volume of work will be seen from the accompanying brief outline of work turned out each month by the Bureau: Some 2100 vouchers to pay "the butcher, the baker," on many of which are written a detailed statement of items from one to three pages in length, are typed and sent on their way; 1100 collectible and 500 department bills are sent forward; approximately 350 statements, ranging from two to twenty pages in length, broadcasting operating results, car miles traveled, passengers handled and kindred subjects, find themselves neatly compiled and ready for perusal and study by company officials. Letters of

varying length and detail are turned out at the rate of from 85 to 90 daily per operator. The entire time of four operators is devoted to interline work, this being the apportioning of freight revenues to the various carriers handling shipments covered by interline waybills received by Agents.

In addition to the foregoing the Bureau handles various and sundry other typing assignments each month, such as listing deductions made from pay rolls, journal entries and an un-failing quota of special reports. Another of its duties is the recording, ordering and distribution of all supplies used by the Accounting Department. All of which accounts for the fact that in the past ten years the personnel of the bureau has increased one hundred per cent. Supervision of three office boys, "a job all by itself" we were told, is included for good measure.

The work of the Bureau is supervised by Miss Ethel J. Ward, who during her eleven years of service has served in many capacities of the Accounting Department previous to her appointment to present important post. Under Miss Ward's guidance the work is planned, distributed and completed in a manner which reflects credit both to herself and the entire coterie of workers.

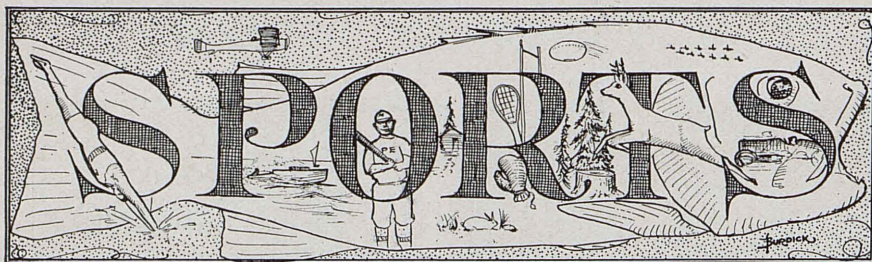
SOUTHERN DIVISION NOTES By F. J. Oriva

The efforts of Conductor G. Topp will soon bring home their reward for he is now breaking in for the position as Terminal Foreman.

Motorman R. Bly, of the La Habra Line has left the P. E. service to take up the work of raising chickens in Monrovia. Success is what we wish for him.

Many of our men have been away on vacation since our last issue. Night Station Master Ray Harmon was in the Antelope Valley shooting (at) rabbits. Motorman H. C. Conklin chose the bright lights of San Francisco for his days of rest (?) and Dispatcher A. Antista went to the scenery country of Colorado, the Royal Gorge, for his vacation.

Just like sheep, they all return to the fold and now we have with us Motorman C. E. Rose, who has been absent from the Company for about a year. He says it is like home to be back on No. 84, Long Beach Line. Another prodigal son who has made a "come back" is Motorman Perry Stewart who also was absent for about a year.



Prize Gobblers Given Shooters

Sportsmen Display Rare Skill in Contesting for Game Prizes at Recreation Field.

By J. P. GEOPFERT
P. E. Rod & Gun Club

WAS the Turkey Shoot of the P. E. Rod and Gun Club at their Recreation Park a success? Only one answer would be given by any of the hundred odd members and visitors who attended this outing—an emphasized "Yes."

The initial event of the day's sport started at about 9:00 a. m. some quarter of a mile from the Club grounds. An S. O. S. call from our official chauffeur revealed the sad tidings that he had driven into a ditch. When members were informed of the contents of his load, many whose reputation has never been established as advocates of hard labor, were seen in the act of reloading turkeys, chickens, ammunition, blue rocks and eats and in a short time the precious load had reached its proper destination.

The lemonade brigade began its duties promptly and by 10:00 a. m. that satisfying beverage was on tap in a goodly quantity. By 10:30 the traps were ready for the shooters and all quickly responded with a 5-bird practice for a general warm-up before the prize turkey shoot.

After the fifty-bird event had been shot it was found that eighteen shooters had qualified, and for the twenty-five-bird shoot, which was to follow for five turkeys, these shooters were arranged in two classes as follows:

Class A	Class B
W. L. Wiggam	J. M. Geopfert
B. F. Manley	A. M. Cross
L. R. Spafford	A. B. McLeod
F. L. Manley	J. L. Smith
H. Smith	J. W. May
K. L. Oefinger	J. Dower
W. J. Hodge	E. Haskell
J. L. Cowley	D. G. Foyle
L. F. Volkhart	Frank Howe

A turkey was to be awarded to the 1st and 2nd high shooters in each class.

Who are going to eat free turkey on Thanksgiving? Look over results, pick out your friend and pay 'em a visit on November 29th:

Class A

F. L. Manley—25 straight.
B. F. Manley—ditto.
H. L. Oefinger—likewise.
By a flip of a coin, F. L. Manley lost out, and a second flip gave Oefinger

first and B. F. Manley second choice.

Class B now went to the traps to compete for their two turkeys and they finished as follows:

A. M. Cross, 24 birds, 1st prize.

J. W. May, 21 birds, 2nd prize.

After a hearty lunch, made palatable by hot coffee and many trimmings, the shooters again lined up to compete for four turkeys. An entry charge was made to cover the price of each bird, the members noted below being the lucky ones:

Hodge—two birds.

Geopfert—one bird.

Oefinger—one bird.

The day was passing too quickly and all the shooters took to the rifle range where two turkeys and eight chickens were still to be awarded to the most skillful riflemen. Many of the boys, alarmed at the prospect of reporting to the "boss" that they did not win a prize bird, began some high class shots and after close scores the following members were rewarded:

Earl Haskel—1 chicken.

Fred Spencer—1 chicken.

A. B. McLeod—2 roosters.

J. M. Geopfert—1 chicken.

Roy Volkhart—1 chicken.

W. A. Lyons—1 chicken.

L. R. Spafford—1 chicken.

A. M. Cross—1 turkey.

F. L. Manley—1 turkey.

All present expressed their hearty thanks to our worthy club member, Mr. Bowman, for his kind donation of four turkeys for this shoot. Also appreciation was expressed to Mrs. Wiggam, as Mr. Wiggam stated that the Mrs. requested him to bring home "no turkeys." He didn't.

As the tournament season nears completion we find the various shooters of the Club standing in the following order:

Team No. 1	
H. L. Wiggam	440x500=88.00%
K. L. Oefinger	328x375=87.46%
B. L. Manley	654x750=87.20%
H. M. Williams	87x100=87.00%
L. R. Spafford	939x1100=85.36%
Team No. 2	
J. L. Cowley	149x175=85.14%
W. J. Hodge	872x1025=85.07%
L. F. Volkhart	167x200=83.50%
F. L. Manley	584x700=83.42%
H. Smith	425x575=73.91%

Amateurs

A. M. Cross	162x225=71.55%
J. M. Geopfert	444x625=71.04%
J. L. Smith	298x425=70.11%
A. B. McLeod	185x300=61.66%

Beginners

W. L. Mower	54x 75=72.00%
J. W. May	89x125=71.20%
J. Dower	59x 75=78.66%
D. A. Deal	52x 75=69.33%
B. Manear	83x125=66.40%
D. G. Foyle	60x100=60.00%
Frank Howe	48x 75=64.00%
D. L. Robertson	16x 25=64.00%
W. A. Lynn	25x 50=50.00%
E. R. Lamelle	23x 50=46.00%
J. F. Jenkins	23x 50=46.00%
E. Haskell	33x 75=44.00%
D. L. Moore	11x 25=44.00%
L. A. Crooks	10x 25=40.00%
Fred Spencer	10x 25=40.00%
P. Schamber	10x 25=40.00%
W. B. Thomas	46x125=36.00%
Geo. E. Mason	18x 50=36.00%
A. L. Mathews	9x 25=36.00%

P. E. BALL CLUB CONTESTS IN WINTER LEAGUE

Recognition of the high quality of its play came to the Pacific Electric ball team when the Southern California Baseball Association selected our team as one of the contestants in the newly formed Double "A" Winter League. The class of this league will be readily observed when it is considered that the following fast semi-pro teams are enrolled as members: Pasadena, So. Calif. Gas Company, Norwalk, Azusa, Colton, Arcadia, and Gardena. Fourteen games are scheduled during the winter season, with three cash prizes, totaling \$400, and a silver trophy to the winners.

During the past two months Manager Hill has strengthened the P. E. Club and its games include defeats of the Title Insurance Co., Pacific Pipe Co. (twice), Western Electric Co., Lankershim and the Southern Pacific Shop team. It was the excellent showing our team made in these games which gained its entry into the fast winter league.

In the recent games employees have attended these games in large numbers and the support given the team has aided materially in its success. The scheduled games promise some exciting contests and all interested in baseball are urged to attend and aid our club in its determination to win first honors.

P. E. BALL CLUB DEFEATS SOUTHERN PACIFIC TEAM

The Pacific Electric ball team met and defeated the Southern Pacific's shop team at Santa Barbara on October 14th, a large gathering of employees from both companies making the trip to that city to root their team to victory. Special cars were provided for the occasion by the Southern Pacific Company and the day was one of marked pleasure. We are indebted to H. J. Steitz of the Transportation Department for the following account of the ball game and outing:

"In the beautiful little city of Santa Barbara, about one hundred miles distant from home, on Sunday, October 14, the fast Pacific Electric Base Ball team, challenged by the heretofore un-

defeated Southern Pacific nine, met and "electrocuted" the latter team in a game marked with many thrills.

"At eight o'clock on the morning of the game, two hundred and fifty cheering and felicitous fans gathered at the Arcade Station, and boarded special cars provided by Southern Pacific on its Daylight Limited trains to San Francisco. The trip to Santa Barbara along the Coast, well noted for its beauty, was enjoyed by all, especially those who were accompanied by members of the fairer sex.

"Upon arrival at their destination at 11:45 a. m., the fans separated and visited the various points of interest, such as the "Samarkand," Santa Barbara Mission, the Hope Ranch, Montecito, and the Beach, which was particularly inviting to bathers on this glorious Southern California day.

"All met again, however, at the Ball Park, where the game was called at 2:30 p. m. Perhaps the largest crowd that ever attended a game in that city was present, the grand stand being completely filled, and many occupying bleacher seats. Santa Barbara citizens who had looked forward to the event with much anticipation were on hand and rooted for both teams.

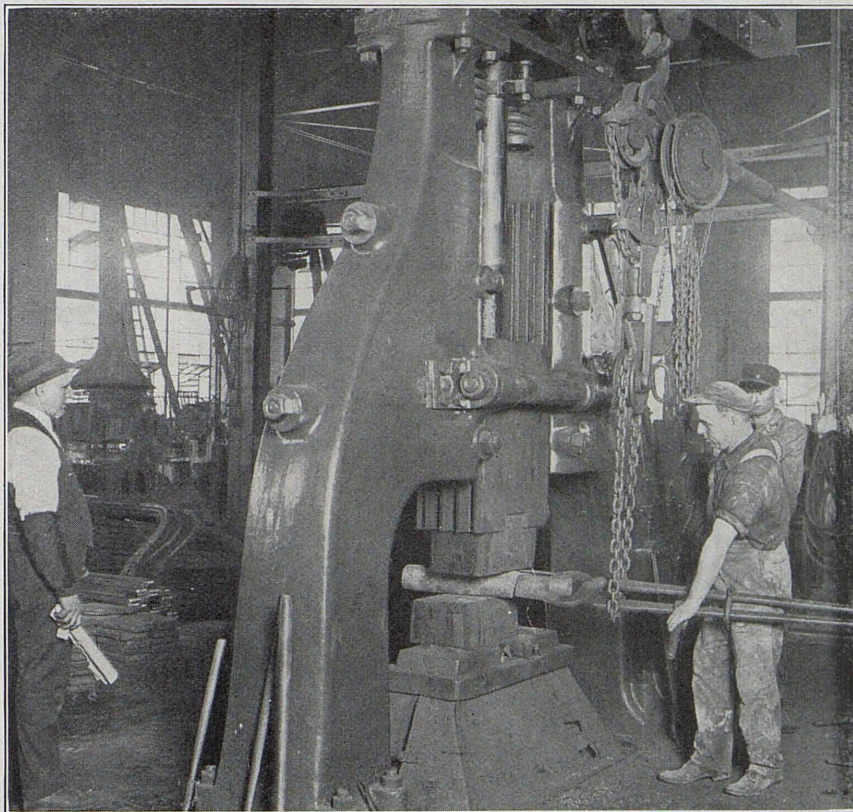
"For two innings neither team could score, although "Alec" playing right field for Pacific Electric hit a long drive over left-field fence which fell on the roof of the Santa Barbara Street Railway car house with such force as to threaten damage to the building. Two bases, however, were only allowed under the prevailing ground rules.

"In the third inning, Pacific Electric scored two runs on base on balls to Barnes, an error, a double by Drunert, and a single by Leonard. The score was tied in the fourth round by the S. P. boys on three bases on balls, and a single by Catcher Wood.

"In the sixth inning, because of a series of base hits, mixed with an infield error, the steam railroaders crossed the plate five times, and their rooters went wild with enthusiasm, it appearing evident to them, with the class of baseball which both teams had exhibited up to this time, that the game had been tucked away. However, in the last half of the same inning, under the "John J. McGraw" leadership of Manager Hill, and urged by cheers from their supporters, who never once lost confidence, the electric railway boys did more than was expected of them. Under a fierce bombardment of base hits, eight runs were scored before retirement. The score was increased in the seventh and eighth innings by four and six runs. Thus ended the game, with a final score of 20 to 7 in our favor.

"It was a sad ending for the Southern Pacific boys, who tried hard and were true sportsmen. But it is conceded, that no matter who might have won, the spirit of friendship which was manifested between the employees of both companies and the outing which we enjoyed through the courtesy of the Southern Pacific, made the day a great success."

Modern Version of 'Village Smithy'



Huge steam hammer in Blacksmith Shop at Torrance where major repairs to equipment are made.

By WILLIS M. BROOKS,
Mechanical Department.

WE HAVE read so much in prose and poetry of the "Village Smithy," with the large horse-shoe suspended over the open doors, the ruddy glare from the glowing forge reflecting on patient horses halted to sheltering trees, that the modern industrial blacksmith shop is very apt to be confused with the mental picture one conceives from literary sources.

Our blacksmith shop at Torrance is a very different place, however, and most vital in maintaining our equipment. The vast amount of work turned out by this department requires the most up-to-date, efficient machinery and it does not suffice that this work be of approximate dimensions. It must be exact in all three dimensions and may very properly be classed as precision work.

In the cut here shown is pictured a very necessary adjunct to this shop, the big steam hammer. To the right, with a roll of blue prints in his hand stands the Foreman, John McEwing, and at the throttle, Assistant Foreman Jack Richards.

Mr. McEwing first joined the family in 1904 as a blacksmith and by sheer force of ability and character attained his present responsible position. Something of the iron in which he works

has been welded in his character and he makes a mighty good friend.

Foundation Required

The steam hammer is used for large forgings and is really a wonderful piece of machinery, well worthy of description, but space will not permit. Let it suffice to state that the foundation for this hammer extends to a depth of 16 feet below the surface, 6 feet of which is solid cement and the balance made up of supporting members to give the anvil the required spring or recoil from the hammer's blow.

So delicate is the adjustment of the machine that an expert, such as Mr. Richards, can strike a blow of approximately 10 tons force or a blow so delicate as to crack the shell of an egg without breaking the tender inside skin.

It is interesting to note that the axles for our first 1600 class locomotive were made with this hammer. Scrap steel in slabs was used, building them in four to seven slabs thick and welding with the hammer. Axles for our cars were thus made for some time.

The major portion of the springs in our equipment are manufactured in the blacksmith shop. For this a spe-

cial furnace called the "spring furnace" is used, having two compartments. One, the oil burning side, for hardening the steel and the electrically heated side for tempering. Both elliptic and coil springs are made and a special coil spring winding machine has been installed for coil springs. A special spring furnace man with experience in tempering, etc., is required.

Next to note is the carbonizing machine used to case harden brake pins, levers, bushings, etc. By the term "case harden" is meant to produce an outer shell on the piece of extra hardness over the core.

Other Equipment

The punching machine performs the duty its name signifies. The machine, once having been set for holes of a certain size and spacing, no further measurements are necessary. Both hot and cold metal is punched in this machine.

The shears trim all material for the plant, usually cold and will slice metal from size 9 to 1 1/4 inch and 2 inch round metal bars.

The forging machine is another machine which maintains its own furnace and the heat in these various furnaces is derived from fuel oil, forced under pressure through atomizers.

In the forging machine all break-hangers, hand-holds and the hundred and one small details of metal work in our cars, are forged. The machine is rapid in action and but one operation and one heat is required for the completed forging. There are but two of these machines, the older one handling metal up to 1 1/2 inch and the new machine, an "Improved Universal," handling forgings up to 2 1/2 inches thick.

Besides these several machines there are in this shop twelve forges for general work and a smaller steam hammer than the one heretofore mentioned.

THE WHY OF HIGH TAXES!

One person out of every dozen over 18 years of age, gainfully employed in the United States, using 1920 census figures as a guide, is on the public pay roll, and as a result the American people are footing a huge salary bill of nearly \$4,000,000,000 a year. These figures are made public today in a statement issued by the National Industrial Conference Board, of 10 East Thirty-ninth street, discussing the rising wave of taxation and its relation to the public welfare. The board has been keeping a staff of economists and investigators at work for months past on the taxation problem, a report on which shortly will be made public. The figures showing the magnitude of the nation's public pay roll are to be a part of the report.

In its statement the board says. "The query arises whether governmental agencies in this country have not overextended themselves. The annual cost of salaries paid directly

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Beams for the new freight repair shop at Butte St. transfer are now being framed and assembled at Torrance and will be ready for setting up about November 5th.

Joe Hughes, Tin-shop Foreman, has been sick for about a week.

The Mechanical Department has been hard hit by the "Grim Reaper" the past month. We have to report the following deaths:

Thadeus S. Coates

Entered the service July 20th, 1906, serving as Forging Machine Operator, since September of that year. Death caused by heart failure.

Mr. Coates was a bachelor and the only relatives of whom we are informed are three sisters residing in Pittsburg, Penn., one sister having come west about a month ago to care for him. His death occurred Oct. 15th.

Lee C. Taber

Entered the service July 16, 1918, as a Freight Car Operator at Redondo Beach. Mr. Taber's death was caused by meningitis and occurred Oct. 23rd.

James Leroy

Entered the service Aug. 15, 1914, as a Car Repairer and was promoted to Freight Car Inspector and later to Ass't. Working Foreman, freight car repairers.

Death, we understand, was caused from heart failure. Mr. Leroy died while on a San Pedro car at Watson on Oct. 26th.

These three men were valued members of the family and well liked by all. Their deaths are sincerely mourned by a large gathering of friends.

It is also our sad duty to record the very sudden death of the five-months-old baby boy of Mr and Mrs. Ben W. Todd. The baby was apparently perfectly well and normal at 4:00 o'clock in the morning. At 7:45 the same morning he died. Death, we understand, was apparently caused by an accumulation of gas about the heart. Coming so suddenly, death is especially sad and the hearts of the entire family go out in sympathy to

to active and inactive government employees is \$91 a person over 10 years of age, gainfully employ, who comprise in the last analysis the large body of taxpayers of the nation.

"Outlays running into stupendous figures as above indicated are worthy of careful study conducive to rigorous retrenchment in public expenditures, to elimination of waste and duplication that still exists in our public economy, and to a reduction of needless functions and services that abound."

the parents, our friends, Mr and Mrs. Todd.

Tom Foster of the Blacksmith Shop has been off sick for the past two weeks.

To R. W. Moore, Acting Clerk at Macy Repair Shops, and wife, the Mechanical Department extends its warmest sympathy in the death of their son, Arnold, who was killed by the accidental discharge of a shot gun. The charge passed through the child's head. The gun had been left standing in the house after a hunting party. Mr. Moore and family returning home from an auto trip, the children ran into the house ahead of the rest and presumably knocked the gun down, discharging it.

Mr. Womersly, director of the P. E. Chorus, reports a growing attendance. There are now about sixty members with more than fifty out to the last rehearsal.

J. B. Green, General Foreman, Northern and Southern Divisions, spent his vacation in Inyo County hunting deer. Owing to a "bum steer" no deer were obtained, but anyone going up into that country gets scenic views that more than repays for the trip.

Bert Gessinger, of Macy St., recently returned from a trip to Cleveland, Ohio.

Mrs. Janet Scott of Mr. Straub's office spent vacation time on a ranch near Fresno. She declares she needed a complete rest and obtained one.

A. E. Fowler, Foreman of the Paint Shop, spent his vacation in the beautiful San Diego mountains and in touring the southern portion of the State.

Carl Hyde, Ass't. Foreman, Wind-ing Room, and family, had a very enjoyable vacation. One week having been spent at the P. E. camp and the following week at Monterey.

During the month of October the Torrance Shops, exclusive of the freight repair department, turned out the following number of cars

General overhaul, 36 cars; including 31 passenger cars (all classes), 1 express car, 1 electric locomotive, 3 auto buses.

Miscellaneous wrecks and general repairs: 15 passenger cars (includes 8 wrecks and 1 fire damage), 2 express cars, 11 locomotives (includes 2 wrecks), 4 service cars (includes 1 wreck), 2 gondolas, 2 flat cars, 4 auto buses.

WESTERN DIVISION NOTES

By E. C. Brown

All Trainmen whose duties will permit are urged to be present at the November 21st "get-together" meeting at the P. E. Club.

If Conductor E. A. Einert will accept Conductor Torney's challenge to box four rounds, or less, we will have an athletic meeting at the P. E. Club in the near future. What do you say Einert?

Did they "Say it with Flowers?" Well, I'll say so and you'd say so too if you had seen the beautiful flowers that Agent W. H. Logan, of Hill Street Station found upon his return to his office last week from his honeymoon. There were also many useful gifts for the bride and groom along with which were sent the felicitations of many friends.

Fortune has favored us and we will still be able to retain Pete Roller, Cashier at Hill Street. It appeared for a time that he would be transferred to Main Street station.

Everybody's congratulating Motorman McAllister upon his discharge from the hospital where he had been confined for two weeks.

The men of the Western Division take this means of expressing their deepest sympathy to Gateman E. B. Jones whose wife passed away on October 25th.

Conductor H. J. Hamilton has returned from Kansas City with his brother who is now also a Conductor. N. Weikel has also returned from his vacation which was spent in San Francisco.

Conductor J. E. Gerst, of Hill Street Station is contemplating a trip to the Barracks at Angel Island to be the guest of Captain Crawford with whom he spent some time overseas during the late war.

Couldn't Afford It

He never took a day of rest,
He couldn't afford it;
He never had his trousers pressed,
He couldn't afford it;

He never went away, care free,
To visit distant lands, to see
How fair a place this world might be,
He couldn't afford it;

He never went to see a play,
He couldn't afford it;
His love for art he put away
He couldn't afford it;

He died and left his heirs a lot,
But no tall shaft proclaims the spot
In which he lies—his heirs they thot
They couldn't afford it.

A CONDUCTOR'S FIRST DAY OUT



I'M A NEW Conductor on the P. E. line,
Started last Monday on a five o'clock "shine,"
Reported to the foreman only five minutes late,
And he gave me a miss-out—called me a fake!

Then he nods me to the window and says, "Hey Bo,
Get a hundred thirty-seven, it's ready now to go."
So I grabs up my box, started on my way—and
What happened after, would make a man pray.

As we rolled down the street I put in my key,
Unlocked my box and all that I could see
Was another feller's stuff—the box wasn't mine—
Got nervous and weak, for I knew I'd have a time.

Well we got to Sixth and Main, and talk about a crowd!
More people there than should a' been allowed.
They piled and crushed till they couldn't even squeak,
Like 'twas the only car that ran in a week.

I was ringing up the fares and the register broke,
I yanked and I pulled on the dog-gone rope.
Dropped half my change and it rolled o'er the floor—
And still they kept a pushin' and a jammin' at the door.

Heard some bells a ringin'—the motorman was sore—
Still they kept a comin' through the little ole door.
Sweat was on my brow, though for that I didn't care;
Got a five dollar bill for a six cent fare.

"You didn't give me change," heard an old lady say,
"A transfer Bub," "Where is Benton Way?"
"What time is it now?"—"Where's Main Street go?"
They all kept a pumpin'—Lord my head thumped so!

Then some kind soul threw the switch in the street,
I gave 'em two bells—Gosh it did sound sweet!
Well, we got to Pasadena 'bout a half hour late,
Changed trolley, threw the fender, got everything straight.

I says to the Motorman "Gee, I'm glad we're done!"
Then he gave me a look like he wished I was hung.
He says "Big boob, you poor misguided nut—
There's six more trips; why there's nothing else but!"

A. F. Pabst

RABBIT DRIVE SCHEDULED FOR NOVEMBER 11TH

Announcing two events that are keenly anticipated by members of the Rod & Gun Club each year, Chas. P. Hill, Secretary, recently issued the following bulletin:

"The grand annual rabbit drive (the only one to be held this year) will take place on Sunday, November 11th. All members wishing to participate in this drive should be on hand at the Pacific Electric Club, 431 South Hill Street, not later than 2:00 a. m., November 11th. Any members wishing transportation must register at the Club not later than 8:00 p. m., Thursday, November 8th. A charge of \$3.00 per man for the round trip will be made, this amount to be paid to the party who owns the machine in which you travel.

"Also, members wishing to rent guns must register their wants at the Club not later than above date. A charge of \$1 will be made for rent guns, and must be returned to the Club not later than 10:00 a. m., Monday, November 12th.

"Ammunition will be on hand at the Pacific Electric Club, where you can make your purchases before leaving. Bring your lunch, a cup and plenty of water. Coffee will be served free on the hunting grounds.

"Our regular monthly meeting will be held on Wednesday, November 14th at the Club, at 8:00 p. m. At this meeting we will exhibit pictures of the Rabbit Drive, talk over the results of the Turkey Shoot and at the close of the regular business adjourn to the dining room, where all will partake of a Jack Rabbit feed. Come and bring a new member with you. The foregoing are events that no member should fail to attend.

SOUTHERN PACIFIC ATTAINS HIGH OPERATING RECORDS

Outstanding operating achievements have long placed the Southern Pacific at or near the top rank of American railroads and the accomplishments of the parent company in recent months reflect very creditably upon its ability to serve patrons well. During the past several months all the steam railroads of the country pledged themselves to increase efficiencies during the heavy crop movements and set certain standards as the goal to achieve such end. That the Southern Pacific not only reached, but exceeded the goals in every instance, is shown by recently published operating figures. We quote in part from a news bulletin of October 4th:

"The goal for the railroads as a whole is 65% of locomotives in serviceable condition by Oct. 1 and at the end of August the latest date for which figures are available, Southern Pacific had 89.7% of its locomotives

COVER PICTURE

OUR cover picture this month shows the San Dimas Canyon Flood Control Dam located four miles northeasterly from San Dimas proper. This structure, the largest of its kind in Southern California, was designed to control flood waters and protect the cities in the Glendora, San Dimas and Covina section.

For many years past during period of heavy rainfall flood waters from the San Dimas Canyon have caused havoc in this section and on several occasions service on our San Bernardino line has been demoralized through the washing out and weakening of our roadbed. The construction of this dam at the mouth of the San Dimas Canyon is expected to eliminate future washouts in this section.

This dam stands 125 feet above bedrock, stretches 400 feet in width and has a storage capacity of 2,500 acre feet. Its cost entailed an expenditure of \$700,000.

in service. The company had 96.6% of freight cars on line in good repair as compared with the 95% goal of the railroads as a whole.

"Southern Pacific averaged 41.3 miles per car per day for the first eight months of 1923 as compared with 33.2 miles for the same period of 1922 and with the 30 mile goal set by the railroads as a whole. During the eight month period each car on the company's lines hauled the equivalent of 631 tons of freight one mile an increase of 120 tons over 1922. Heavier loading in August as compared with August 1922, had the effect of adding 4872 cars to the supply available to shippers."

COMPARISON OF ACCIDENTS DURING SEPTEMBER, 1922 and 1923

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922	
Interferences with vehicles	172	139	176	131	253	171
Collisions and interferences with cars	8	7	25	8	11	4
Persons struck by cars	6	4	8	9	13	7
Derailments	11	11	38	26	13	8
On or off moving cars	14	15	24	23	30	20
Miscellaneous	27	34	45	55	43	33
Total	238	210	316	252	363	243
		Inc. 28		Inc. 64		Inc. 120
Interferences with vehicles	602	441	36.0%	Increase		
Collisions and interference with cars	44	19	82.0%	Increase		
Persons struck by cars	27	20	3.5%	Increase		
Derailments	61	45	35.0%	Increase		
On and off moving cars	68	58	17.0%	Increase		
Miscellaneous	115	122	5.0%	Decrease		
Total	917	705	30.0%	Increase		

BUS ACCIDENTS DURING SEPTEMBER, 1923

Interference with vehicles	50
Miscellaneous	10

MINIMUM CREWS PERMITTED IN TRAIN SERVICE

As a matter of information and to clarify any misunderstanding that may exist as to the "Full Crew Law," we quote from a recent Division Bulletin showing the minimum operating crew of passenger and freight service as stipulated by the California State Law:

Passenger

(a) Less than 3 cars, no legal restrictions.

(b) 3 cars—1 motorman 2 conductors.

4 cars—1 motorman 3 conductors.
5 cars—1 motorman 3 conductors.

One conductor in charge of train.

Other conductors—Junior conductors or collectors or brakemen.

No person can be used as head conductor in charge of a train of three or more cars who shall not have had at least one years experience as conductor.

Freight

(a) Less than 3 cars, including motor, no legal restrictions.

(b) 3 cars or over, including motor:

One motorman, conductor in charge of train, 2 brakemen—except that on trains of 50 cars or over, 3 brakemen shall be provided.

Conductor must have had one years' experience as conductor or two years as brakeman.

Brakemen must have passed regular examination.

In application of this law, a trolleyman who has passed regular examination is counted a brakeman.

Teacher: Name the seasons.

Pupil: Pepper, salt, vinegar and mustard.—Selected.

Engineering Dept. Notes

By A. J. Guercio.

Approximately 675 feet of spur track, serving the Consolidated Lumber Company at 7th St., Wilmington on the Long Beach-Wilmington Line, has been shifted onto S. P. Company's right-of-way to avoid maintaining spur track in the recently improved Harbor Truck Blvd., which when completed will be the main highway between Los Angeles and the Harbor at Wilmington.

Industrial spur track, 960 lineal feet in length, has been constructed for the White Star Oil & Refining Co. at Bangle Station, on the San Pedro Line. The industry is establishing a tank farm and oil refinery at this location.

Due to the City of Glendale improving Sycamore Canyon Road at East Broadway, approximately 400 feet of track is being shifted from the street to the private property at the end of the line. This work includes the moving of landings and all other facilities at this easterly terminus of the East Broadway line.

Single track across Badger St. is being reconstructed with 128 lb. rail and fittings and paved with asphalt concrete pavement to comply with the ordinance of the City of Los Angeles. This Highway will be the continuation of Harbor Truck Blvd. to Terminal Island, passing over the new Bascule Bridge being constructed over the Wilmington-Long Beach Harbor channel.

On the death of two of our fellow employees this month we have lost not only two able fellow workmen, but two friends and our heartfelt sympathy goes out to their relatives in their sorrow. Wm. F. Sevier and Dave Meadows were the two members of our ranks whom death called. Mr. Sevier was employed in the B. & B. Dept., and entered the service in December, 1917. Mr. Meadows was Assistant Foreman in the Track Department and began service with the Company on February 3, 1923.

Our greetings to the new born of the household. May she live long and prosper! Doris May Burdick assumed her duties at the home of our genial cartoonist at Long Beach on October 14th. Doris sent Optimos.

Reduction of Wages

President Ebert of Germany has consented to another cut in his pay. Now he is drawing only 220,000,000.-000 marks a month, which is the piffling sum of \$55 when calculated in the shekels of Uncle Sam. What show does a good harness-maker stand in a horseless age?—Times.

Jim Didn't; Frank Did,— But George Did More.

RECENTLY a writer undertook to explain why some men get \$500 a month while others work for \$100. Here's the substance: Three brothers left the farm to work in the city and all got jobs in the same company, starting out at the same pay.

Six years later one was receiving \$100 a month; a second \$200; and the third \$500.

Their father, hearing of these salaries, decided to visit his sons' employer and find out why they were paid on what seemed to be such an unfair basis.

"I will let them explain for themselves," said the boss, as he pressed a button under his desk.

Jim, the lowest paid man of the three answered.

"I understand the Oceanic has just docked," said the employer, "Please go down there and get an inventory of her cargo."

Three minutes later Jim was back in the office.

"She carries a cargo of 2,000 seal skins," reported Jim. "I got the information from the first mate over the telephone."

"Thank you, Jim," said the boss. "That will be all."

He pressed the button again, and Frank, the \$200 man reported.

"Frank, I wish you would go down to the dock and get an inventory of the Oceanic's cargo."

An hour later Frank was back with a list showing that the Oceanic not only carried 2,000 seal skins but that she also had 500 beaver and 1,100 mink pelts.

The employer pressed the button a third time and George, the \$500 man, walked into the office.

He was given the same instructions his brothers had received.

George did not return for three hours, and the office had closed for the day, but his father and the boss were waiting for him.

"The Oceanic carries 2,000 seal skins," he began. "They are offered at \$5 each, so I took a two-day option on them, and I have wired a prospect in St. Louis offering them to him at \$7. I expect to have his order tomorrow. I also found 500 beaver, which I sold over the telephone at a profit of \$700. The pelts are of poor quality so I didn't try to do anything with them."

Then when he had gone, the employer turned to the father and smiled.

"You probably noticed," he said, "that Jim don't do as he's told, Frank does as he's told, while George does without being told."—Ex.

Different Animals

Mildred—"I overheard that dear young man telling you I danced like a zephyr."

Ruth—"Zephyr? He said heifer."

"Men are valuable just in proportion as they are able and willing to work in harmony with other men."—Elbert Hubbard.

The Real Question

Wife (as they depart from the summer hotel)—"Have we left anything, dear?"

Husband—"You mean 'Have we anything left?'"

Nerve is that which enables a man seated in a street car to flirt with a woman who is standing.

WITNESSES PER ACCIDENT

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

Division	Number of Accidents		No. Witnesses per Accident		Accidents with No Witnesses							
	1922	1923	Average		June	July	Aug.	Sept.				
Northern	210	238	5.2		16	4	13	14				
Southern	252	316	3.9		37	6	24	24				
Western	243	363	7.8		19	11	21	15				
P. E. Land Co.		60			2	1	10	12				
	705	977			74	22	68	65				
Division	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	July	Aug.	Sept.
Northern	5.4	5.4	5.6	5.4	6.7	6.7	6.8	7.0	6.9	6.0	5.2	5.2
Southern	6.0	5.6	5.8	5.1	5.9	5.2	5.1	5.8	5.2	5.6	4.4	3.9
Western	5.5	5.7	5.0	5.2	5.7	5.5	5.8	5.9	5.7	6.2	5.2	7.8
System	5.6	5.5	5.4	5.2	5.7	5.8	5.9	6.2	5.8	5.4	4.6	5.6



Perhaps He Did

A motorist found himself almost out of gas in a strange suburb the other day, and only 40 cents in his pocket. He drove into the nearest filling station and gave his order:

"One gallon of gas, please."

The man in the overalls looked over the big car.

"One gallon!" he said. "Whatcher tryin' to do, wean it?"

Those Girls

The occupants of the coach of the Limited were startled by the abrupt entrance of two masked bandits.

"Throw up yer hands," commanded the bigger of the two. "We're gonna rob all the gents and kiss all the gals."

"No, pardner," remonstrated the smaller one gallantly. "We'll rob all the gents but we'll leave the ladies alone."

"Mind yer own business, young fellow," snapped a female passenger of uncertain age. "The big man's robbing this train."

A Waste of Breath

Panel Doctor (to gloomy patient) "You must drive away this depression. Practice a spirit of cheerfulness. Sing at your work, as it were."

Patient: "Sing at my work? Why it can't be done, sir. I'm a glass blower."—Punch.

The Best of Everything

The Best Law: The Golden Rule.
The Best Education: Self-knowledge.

The Best Science: Extracting sunshine from a rainy day.

The Best Mathematics: Multiplying the joys and dividing the sorrows of others.

The Best Art: Painting a smile up on the brow of a child.

The Best Laughter: The laughter of happy children.

No Luxuries

There's a fruit grower up near Ri-alto, who put his two children in the summer school at San Bernardino. Just a few days after their names had been listed a book agent called on him and said:

"Now that your children are going to school, you ought to buy them an encyclopedia."

"Encyclopedia? Be darned if I do! Let 'em walk like I did," was his retort.—L. A. Times.

Grand Tongue

"Do you know why we call our language the Mother Tongue?"

"Because Father never gets a chance to use it."

Always an Obstacle

"Anyhow, when I grow up, b'gosh, I'll do as I durn please!" snarled young Runt after a run-in with his sire.

"That sounds powerful pompous," sarcastically returned Gap Johnson, of Rumpus Ridge, "but the chances are, young feller, that you'll get married instead."—Exchange.

As'ide from That

"Miss Poudier," said the boss, "you are a very handsome young woman.

"Oh!" said the typist, blushing.

"You dress neatly and you have a well-modulated voice. I might add that your department is also above reproach."

"You shouldn't pay me so many compliments."

"Oh, that's all right," said the boss. "I merely want to put you in a cheerful frame of mind before taking up the matter of your punctuation and spelling."—Boston Transcript.

A "Gentleman" Defined

A man who is clean both outside and inside; who neither looks up to the rich nor down to the poor; who can lose without squealing and win without bragging; who is considerate of women, children and old people; who is too brave to lie, too generous to cheat, and who takes his share of the world and lets other people have theirs.—Anonymous.

A Plain Distinction

Peck: "On the day on which my wedding occurred—"

Heck (interrupting): "You'll pardon the correction, but it is only calamities which 'occur'. Affairs such as marriages, receptions, dinners and things of that sort 'take place.' You see the distinction?"

Peck: "Yes, I see. As I was saying, the day on which my wedding occurred—"

A Slam at Dad

The daughter of a certain strict-principled old deacon had attended a dance the previous night, much against her father's wishes. When she appeared for breakfast the next morning, he greeted her with the words:

"Good morning, daughter of Satan."

To which the maiden respectfully replied:

"Good morning, father."

Airy About It

Secretary: Here's a letter from a fresh air society begging a contribution.

Magazine: A fresh air society? Send them a draft.—Boston Transcript.

Significant Omission

He tried to cross the railroad track
Before a rushing train;
They put the pieces in a sack,
But couldn't find the brain.

—Sarasota Times.

A kindergarten teacher in Washington, with a pile of books on her arm, was about to get off a street car just as a gentleman whom she thought she recognized as the parent of a pupil in her school got on.

"Good morning," she said, with a cheery smile.

Instantly she saw, by the quizzical expression on the face of the man addressed, that she had made a mistake. Intending to correct it, she added quickly: "Oh, pardon me. I thought you were the father of one of my children."

Cuthbert had been listening for half an hour to a lecture from his father on the evils of late nights and late risings in the morning.

"You will never amount to anything," said the father, "unless you turn over a new leaf. Remember, it's the early bird that catches the worm."

"Ha, ha!" laughed Cuthbert. "How about the worm? What did he get for turning out so early?"

"My son," replied the father, "that worm hadn't been to bed all night; he was on his way home."—Pittsburgh Christian Advocate.

A little girl from the city had been visiting in the country, and was being questioned as to what kind of a time she had. Finally, someone said: "I bet you don't even know how to milk a cow."

"Bet I do," she said.

On being pressed further for particulars as to how it was done, she replied: "You take the cow into the barn and give her some breakfast food and water, and then you drain her crankcase."—The Safety Valve.

Judge—You say your wife hit you on the head with a plate. Is that so?

Prisoner—Yes, sir.

"But your head doesn't show marks of any kind."

"No, sir; but you should have seen the plate."—Answers.

The Absent-minded Rector

"How will you have your roast beef—rare or well done?" the rector was asked by his host.

"Well done," replied the rector, and added absent-mindedly, "good and faithful servant."—Union News.

Little Sister Locates It

"Mummy, I got such a pain."

"Where, dear?"

"Where the pickles is."

Drunk—I shay, old man, lesh go out and have a party.

Temperate One—I'm sorry, but I have a case of dyspepsia.

Drunk—S'all right. Bring it along, I'll drink anything.—Punch Bowl.

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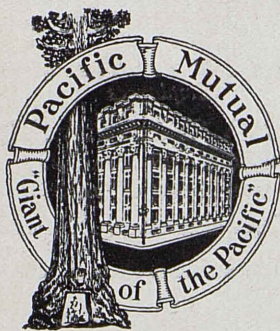
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
 At Close of Business
 September 14, 1923.

ASSETS

Loans and Discounts	\$29,472,412.64	
United States Bonds to Secure Circulation.....	1,500,000.00	
United States Bonds and Certificates of Indebtedness	3,985,454.06	
Other Bonds, Stocks and Securities.....	1,205,853.58	
Bank Premises	490,932.33	
Customers' Liability on Letters of Credit.....	348,948.99	
Customers' Liability on Account of Acceptances...	43,221.56	
Redemption Fund with U. S. Treasurer.....	75,000.00	
Interest Earned, uncollected	125,275.67	
Cash on Hand	\$2,456,810.61	
Due from Federal Reserve Bank of S. F. 3,002,350.59		
Due from Banks	5,149,292.03	10,608,453.23
		\$47,855,552.06

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	782,781.44	\$4,282,781.44
Reserved for Taxes	3,809.03	
Reserved for Interest	62,938.41	
Unearned Discount	45,462.04	
Securities Borrowed	1,000,000.00	
Letters of Credit	385,709.86	
Acceptances Based on Imports	43,221.56	
National Bank Notes Outstanding	1,500,000.00	
DEPOSITS	40,531,629.72	
		\$47,855,552.06

I, J. A. Graves, President of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief. (Signed) J. A. GRAVES, President
 Correct, Attest: H. M. Wheeler, Louis S Nordlinger, C. A. Ducommun.

THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES
 Corner of Fourth and Main Streets

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 Vice-President
 V. H. ROSSETTI
 Vice-President-Cashier
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