



# The Pacific Electric **MAGAZINE**

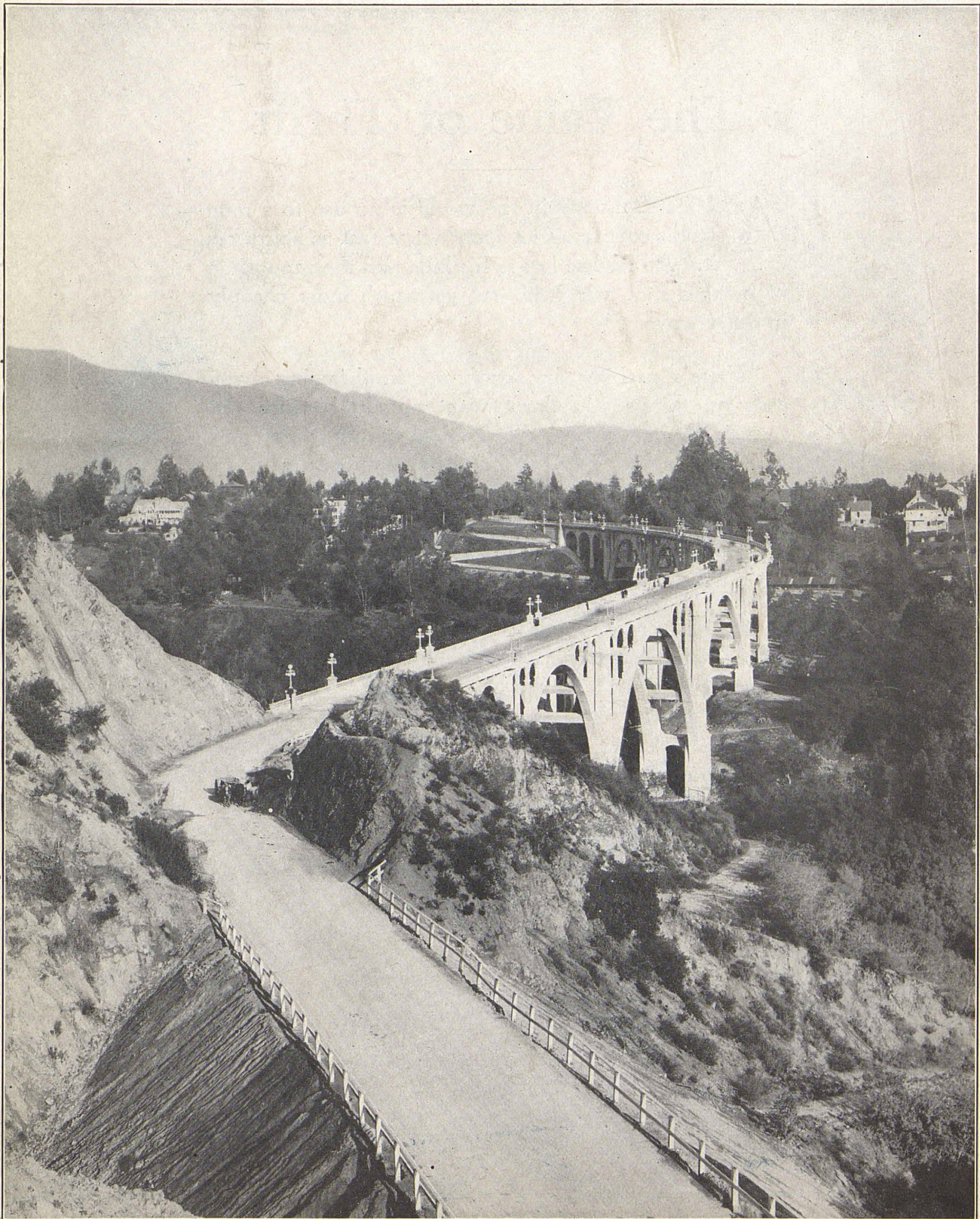


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 8

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No. 5



COLORADO STREET BRIDGE, PASADENA



## The Value of Thrift

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**A**LL THE money in the world is no use to a man or his country if he spends it as fast as he makes it. All he has left is his bills and the reputation of being a fool, which he can get much more cheaply in other ways.

“There’s nothing fine or funny in throwing away cash on things you don’t want merely because the cash is there. We’ve all done it in our time, and we’ve all had to pay for it. The man who says he never worries about money is the man who has to worry about it most in the long run, and goodness knows there’s enough worry in the world already without our going out of the way to add to it.

“Savings represent much more than their mere money value. They are proof that the saver is worth something in himself. Any fool can waste, any fool can muddle; but it takes something of a man to save and the more he saves the more of a man does it make of him. Waste and extravagance unsettle a man’s mind for every crisis; thrift, which means some form of self-restraint, steadies it.”

—Rudyard Kipling.



# Waste, The Greatest Enemy of Efficiency

Campaign to Eliminate Useless Waste to be Waged Throughout System.  
All Will Profit by its Curtailment.

By F. E. GEIBEL,  
Asst. Mechanical Superintendent

**I**N OUR classification of operating expenses, there is an account, "Miscellaneous Car Service Expense," which includes all sundry expenses incurred in locomotive and car operation. The expense is divided between the Operating and Mechanical Departments, but the bulk of it is carried in Mechanical Department accounts. Although made up of small items, the Mechanical portion has reached the figure of \$108,000, for the first eight months of this year, or an average of \$13,500 per month.

The expense includes such items as oil, greases and waste for lubrication of cars and locomotives; signal supplies such as trainmen' lanterns, markers, fusees, flags and repairs to same; incandescent lamps and headlight supplies; rental and supplies for fare registers; brooms, brushes, dusters, rags and other supplies for car cleaning; carbon brushes for motors and compressors; and various miscellaneous material such as bell cord, trolley ropes, destination dash signs and motor and control fuses.

On first thought one might ask "Where is the control over such items? These are necessary items and must be had; so many miles run, or so many cars in service and so much expense." It is quite true that on lubricants, carbon brushes and such miscellaneous items, the consumption should bear some relation to the total locomotive and car mileage. Other items such as fare register rental and supplies and car cleaning supplies should vary with the number of cars in service, being only slightly affected by the number of cars in trains; total car and locomotive mileage, weather conditions and proportion of night operation. Aside from these fixed conditions, and playing an important part in this increasing expense, however, is the element of carelessness and waste.

## Result of Check

In June a check was made of our lubrication costs. Our costs were high although our methods were right. There were, however, indications of waste of oil. A campaign was started to cut the oil bill. July showed an improvement over the previous month and the same month last year. Our

August costs show a ten per cent saving over August of last year with an increase in total locomotive and car mileage of over fourteen per cent. Results with the lubricants have been encouraging and it is felt that if the cost and consumption on some of the other items of heaviest expense is brought to the attention of our employees, all will be interested in eliminating the waste.

The next largest item is that of signal supplies. This expense is now averaging \$3400.00 per month. During the past month twenty-six hundred Trainmen' lanterns have been issued. In addition to the cost of the new lanterns, there has been an ad-

years. If these supplies were divided equally among all the Trainmen for a celebration, beginning at five in the afternoon, the party would last until three o'clock in the morning. The total issue on flags would no doubt be ample for all of the real estate subdivisions adjacent to our lines, although the color scheme might not satisfactorily meet the requirements. The red flag leads with a yearly consumption of 5000; the yellow is second with 4700, and the white third at 4600. The green seems to be less popular for general use, with a consumption of only 1800. The cost of these items seems low with torpedoes slightly under two cents, fusees at seven cents

and flags costing eleven cents, but the total cost is ever on the increase. Where it can be used, a lantern is certainly more economical than fusees and rags are cheaper than flags.

In our cleaning comes the items of rags, dusters, and brooms. Fifteen tons of rags and an additional ton of cheese cloth were issued to all departments in twelve months. The cheese cloth is used for control and air brake parts and special machinery. The cost of cheese cloth, however, is seven times that of rags, and it should never be used where rags will answer the purpose. The Store Department is now issuing laundered car banners and it is believed that these will prove a very good substitute for cheese cloth, and the cost is about the same as common rags. Car cleaning rags are washed and re-used until worn out and consideration is now being given to the reclamation of greasy wipe rags. Eighty dozen household brooms and one hundred dozen feather dusters is a year's consumption. The above issues of cleaning

supplies covers the grand total as used by all departments and the total expense is not all chargeable to car service. Car cleaners use annually 365 washer brushes, or one a day.

The records show that the total consumption on car lamps for the past twelve months amounted to 71,000. While some find their way into other uses, the majority of these lamps were used on the locomotives and passenger and express cars. Replacements are necessary from three causes, burnouts, breakage, and theft.

## Series of Articles Dealing With Waste Elimination to Appear

**T**HE elimination of waste in a great railway system, such as our own, offers a most fertile field for astonishing results. A single trifling waste is in itself insignificant, but the accumulation of trifles soon mount into an astounding volume.

Besides the dollars and cents involved and our duty as an employee incumbent upon us, there is to be considered the fact that useless waste is sinful; it tears down and destroys. Whether the waste be material, time or effort, it results in withholding money being spent for creative and useful purposes, from which all of us benefit, either directly or indirectly.

Our fields of activity are so diversified that it would be difficult to treat this important subject intelligently in a single article. In order that we may get the benefit of constructive counsel, the Magazine has asked several of the heads of different departments to contribute to our columns an article pointing out our individual opportunities of eliminating waste in the daily fulfillment of duties.

The accompanying article by Mr. Geibel will prove enlightening not only to shop and transportation department employees, but to all of us as well.

ditional expense of \$1600 to keep them in repair. Three hundred marker lanterns have been issued during the same period with an expense of \$2400 for repairs. The above costs do not include oil and cleaning.

For further protection, during the same period 72,200 torpedoes, 303,000 fusees and 16,000 flags were issued. The torpedo consumption is equivalent to firing two every fourteen and a half minutes throughout the year. Burning one after another the fusees would furnish a continuous light for almost three



This consumption shows that all lamps are being replaced on an average of every three months and would indicate short life or a high percentage of breakage or theft. The railway type of lamp is designed to give a good average life in railway service, but is not as efficient in house service as the regular type lamp purchased for house use. Some consideration on the part of all employees would no doubt help us in reducing the lamp bill.

#### Carefulness Urged

The miscellaneous items under car service expense amount to almost \$3000 per month. These items are not segregated in our accounts, but one of the largest is that of dash signs. Care in handling dash signs will save much expense and certainly our signs would present a much better appearance. Trolley pick-ups is another large item. Four hundred, making use of almost three miles of rope, were issued during a year. Fuses and other small items complete the list.

We have made a good start with saving in oils. Let us bend our efforts in other directions. Do the large consumptions enumerated above look reasonable? If not, there is a waste of materials going on. A ten per cent saving on the total Miscellaneous Car Service expense should not be difficult to accomplish. Such a saving means about six per cent return on an investment of \$300,000. Surely we are equal to that much.

#### AUTHORITY CITES FAIRNESS OF PULLMAN SURCHARGE

A recent statement emanating from the Passenger Traffic Department of the Southern Pacific Company, in support of the Pullman surcharge, gives some enlightening information regarding the necessity for and justice of this charge which may not be generally known. It was pointed out that the railroads haul 13,000 pounds of dead weight for each Pullman passenger as against about 7,000 pounds for each coach passenger. Hence the fairness of the surcharge. Says the statement:

"The total surcharge revenue to lines in the western district was approximately \$13,000,000 in 1922. The Western District earned only .86 of one per cent from its passenger operation during that year, including the revenue from the surcharge. If the surcharge were removed, the Western railroads would barely make operating expenses on passenger traffic.

"During 1922 the average occupancy of a Pullman car weighing 150,000 pounds was 11½ passengers. During the same period the average occupancy of a coach weighing 100,000 pounds was 14½ passengers. In other words, the railroads were obliged to haul 13,000 pounds of dead weight for each Pullman passenger as against about 7,000 pounds for each coach passenger. Therefore, they are entitled to additional revenue for that service. The surcharge, which is less than 10 per cent of the rail fare, yields it. If the surcharge is removed the effect will be to charge Pullman passengers only the same as coach passengers for

#### COMMON MISTAKES

**H**ERE are seven common mistakes of life quoted from an exchange:

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

—Western Insurance Review.

railroad fare, and thus throw on coach passengers and shippers the burden of paying for the comfort of the Pullman passenger."

"The Pacific Coast states," it continues, "should consider very carefully what that homeseeker and tourist travel means to them before lending their aid to force the removal of the surcharge established during Federal control. The prosperity of the western states has been advanced by action of transcontinental railroads in making very liberal passenger fares. It will be disastrous to the West if the proposed investigation should lead to the elimination of transcontinental excursion fares.

"The surcharge on Pullman tickets is received by the railroads and was established to avoid a deficit on passenger traffic."

The records show that the surcharge has not discouraged travel, but on the contrary Pullman travel from the year 1920 has steadily increased its ratio over coach travel which has borne no surcharge. The present shortage of Pullman cars shows that Pullman travel is still increasing.

#### Not In Accord

"Is Mabel a fine pianist?"  
"Well she plays in Biblical fashion."

"How is that?"  
"Why, she doesn't let her left hand know what her right is doing."—L. A. Express.

#### Betwixt and Between

"I hear, Si, that while ye were in the city ye took up this here golf. How'd ye like it?"

"Wal, tol'able. It's a leetle harder than hoein' corn an' a leetle easier than diggin' potatoes." — American Legion Weekly.

#### HIGHWAYS BEING DESTROYED FASTER THAN PAID FOR

Emphasizing the fact that it is economically unsound to continue building highways and permit them to be destroyed before paid for, the following editorial from the Riverside Enterprise casts some light on this subject worthy of more than passing thought. Says the Enterprise:

"In this country of great distances and fast growing transportation requirements it is easy to foresee an end to present wasteful and inadequate methods of roadmaking, through sheer economic pressure.

"To support the wheels of a truck six inches wide, we are making roads sixteen and eighteen feet wide that are designed to hold up under that truck anywhere across the surface. And right here we are squarely up against the law of diminishing returns.

"Over a certain weight, it looks to us as though the truck problem is really a railroad problem to be solved by rails and flanges. It is cheaper to lay rails of iron or steel on the truck thoroughfares than to go on trying unsuccessfully to build 18 to 24-foot roads that will stand up during half the life of the bonds that pay for them under the punishment they must take.

"In the long run there is no real gain to anyone through a fallacious system of subsidies that costs more to carry on than it nets. It will be found that the apparent economies brought about by the auto-truck are not economies when balanced against the road tax their use imposes. This is an item in the cost of operation that must be reformed, somehow, literally from the ground up."

#### PASADENA PICKINS'

By P. H. Riordan

The new bus garage is rapidly nearing completion and the handsome structure is fully adequate to house the many new buses being added to the Pasadena runs. There are forty-seven buses that now pass Colorado and Fair Oaks between the hours of 5:00 P. M. and 6:00 P. M.

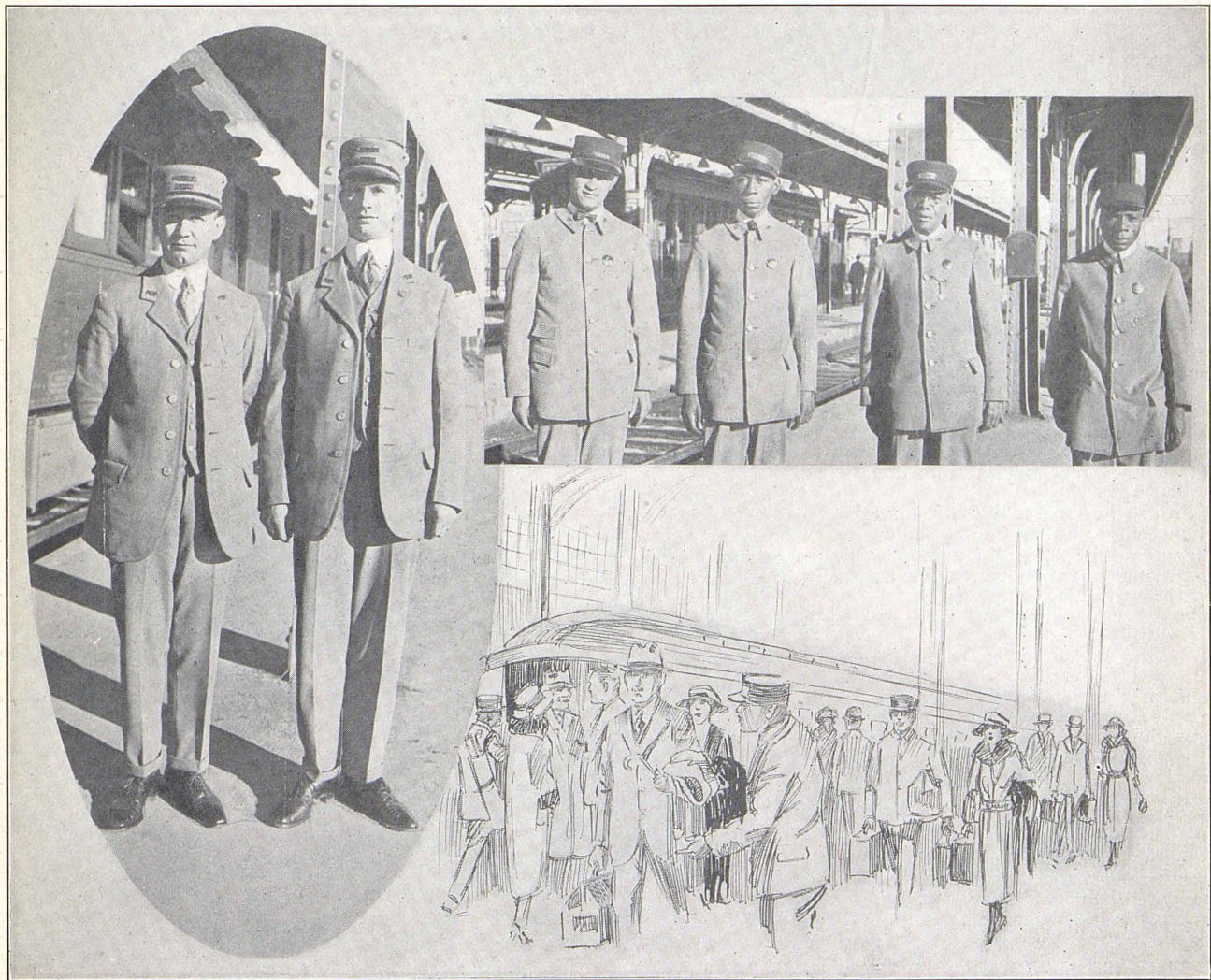
The Arroyo Seco car line has been discontinued and the East California Street bus line, instead of going down South Pasadena Ave., now goes over the route of the former Arroyo Seco car line.

Following the appearance in the Magazine last month of his excellent poem, "A Veteran's Dream", Motorman "Mike" Donohue has submitted another one of equal merit which will appear in the Magazine at some date in the near future.

Motorman Howard Welch is at the Pacific Hospital for restoring one of his shoulders back in place. The shoulder had been set once, but further trouble made its appearance which necessitated his entering the hospital. Words of cheer from his friends would not be amiss.



## 'MAN IN GRAY' HELPS DRIVE TROUBLES AWAY



Messrs. G. P. Close and J. L. Cobden (left) and four "Red Caps" whose guidance and aid greatly facilitate travelers to and from our Main Street Station.

**T**HE MAN in Gray" is rapidly becoming a familiar sight to Pacific Electric patrons, who are learning that within the gray uniform dwells a man who courteously gives guidance and direction, and through his gray clad "red-caps" is eager to render any possible service to the traveler.

Through the recent employment of two Passenger Directors and four Porters, travelers to and from this station have at their disposal, in addition to our Information Bureau, means of securing authoritative guidance and Porters to assist them in the many ways which often mean so much to a heavily laden and weary traveler in strange surroundings. When it is considered that approximately 70,000 persons pass daily through this terminal, a goodly portion of whom are newcomers, it will be seen that the opportunity ever exists to render valuable travel aid.

To the lot of Messrs. G. P. Close and J. L. Cobden, Passenger Directors, falls the task of mingling with passengers and answering courteously and correctly the innumerable questions of far-reaching variance that come to the minds of travelers. In addition, the appearance and tidiness of the station is another responsibility which they assume, the four Porters being subject to their call for maintaining station, as well as their duties of assisting enfeebled and heavily laden passengers. A signal system has been installed for the calling of Porters to any location in the station with a minimum of delay.

With our efficient Information Bureau staff augmented by two trained directors, it is doubtful if there is a railway terminal of similar size in the United States better equipped to render information and aid to the traveling public than can be had at our Main Street Station in Los Angeles.

### STREET CARS INDISPENSABLE FINDS CITY WITHOUT THEM

Curtailed street car and inter-urban service in the city of Newark recently brought about conditions almost intolerable when it was attempted to substitute busses in place of electric railway service. Nearly 700 busses and jitneys were put in operation, but they were unable to handle the situation. They got in one another's way and accidents mounted to levels never before recorded. People fought for seats and the town was likened unto "an armed camp."

A recent editorial in the Los Angeles Times pointing out the existing conditions, summarized the use of buses for handling mass transportation in these words: "After all, there is nothing that can fully take the place of the every-day street car."



# Fullerton - Oranges, Sunshine and Flowers

The Story of "My Town," Rich in Romance and History, As Told  
by the Community's Official Spokesman.

By G. A. RAYMER, Secretary,  
Fullerton Chamber of Commerce

FULLERTON is the gem of Northern Orange County, which has the distinction of being one of the most prosperous counties in all California and is known as the land of "Oranges, Sunshine and Flowers." Truly, all nature smiles in this paradise of loveliness. Here the orange blossom and the rose, the jasmine and the violet, blend their sweetest fragrance, filling the Springtime air with the sweet breath of their redolent perfume. The tropical and semi-tropical fruits flourish in marvelous abundance and the vast amount of vegetables shooting up side by side, all produce great wealth from bountiful harvests.

From the standpoint of material productivity, Orange County is equally amazing. The soil is of unsurpassing fertility and the climate unequalled by the far-famed land of Sunny Italy. The County is truly teeming with life. Sun and soil cry a perpetual invitation to man to join them in creative partnership, and as yet, this invitation has only been partially responded to. In spite of the nearly half billion dollars worth of fruit, grain, vegetable and oil that Orange County produced during the past six years, the potentiality of luxuriant nature still dwarfs the puny enterprise of man.

## Pioneering Is Past

The census of 1920 lists Orange County population as approximately sixty-two thousand. Yet there is room, ample room, for ten times that number. Not only room, but need. Orange County cannot fulfill her manifest potentialities until many new thousands have been added to her present population. The hard sledding pioneer days are past; there remains the task of building, in this garden of Southern California, a rich and noble civilization which will be in some measure an answer to the opulent challenge of nature.

A romance of faith is the story of the founding, growth and development of "My Home Town." It was at the close of the great California boom of 1886 and 1887, when the Southern part of this Golden Commonwealth was attracting the attention of the whole United

States as being the mecca for the sturdy pioneers and when the ambitious people from all the climes were taking Horace Greeley's advice. "Go West and grow up with the country," George H. Fullerton decided with the Amerige Brothers to lay out the original town site of Fullerton. Fullerton soon emerged from her swaddling clothes into a real enterprising town and has since continued with a gradual and healthy growth.

Fullerton's transportation facilities are equal to any other city of its size in the state. It is situated on the transcontinental line of the Santa Fe Railway and is the junction on the main line of the Santa Fe Railway between Los Angeles and San Diego. The local train service on these lines is excellent, having eight passenger trains each way daily. The Union

daily passenger trains. Also, Pacific Electric operates in conjunction with the Southern Pacific Railway Company, which gives "My Home Town" three transcontinental railroads, which establishes Fullerton as the pivotal railway center of the entire Southland.

## Educational Advantages

The educational facilities of Fullerton represent the highest standard of efficiency. Its instructors and school buildings compare favorably with those of much larger cities. In this broad field of human endeavor, the Board of Education has spared no expense nor pains to provide for every requirement of the student. No influence has been greater for the up-building of Northern Orange County, and Fullerton in particular, than that of her schools. Scores of families have, after careful survey of Southern California, selected Fullerton as a home because of its educational advantages.

Due to the wealth of the district it has been possible to provide schools with a comparatively low tax rate and little bonded indebtedness. No bonds have been issued during the past ten years for High School or Junior College purposes, although during the same time building and property purchases amounted to approximately one and a half million dollars.

The Fullerton Union High School and Junior College is located near the business center of the city and occupies a tract of twenty-one acres. The buildings are of Spanish architectural type, connected by attractive arcades and house a student body of eleven hundred pupils. The plant represents an investment of one and a half million dollars. Buildings of the most permanent construction are being added as the rapid growth demands.

The home life, of Fullerton with its high standards, contentment and happiness is closely interwoven with its present day public school system. Today there are approximately eleven hundred High School boys and girls who are receiving training definitely designed to contribute to the preparation for worthy

## Development and Attractions of Cities on P. E. Lines to Appear Monthly

**B**EGINNING with this issue the Magazine each month will feature, by descriptive matter and picture illustrations, the prominent attractions of the larger cities located on Pacific Electric lines. These articles are to be contributed by the Secretaries of the local Chambers of Commerce, all of whom are well versed on the industrial and scenic attractions of their communities.

Located on our lines are fifty-three incorporated cities, each of which has a distinctive history of accomplishment. Within only short distances these communities have a varying range of climatic conditions and soil versatility, which accounts for the numerous crops successfully produced and the variance of Southern California's commercial activities.

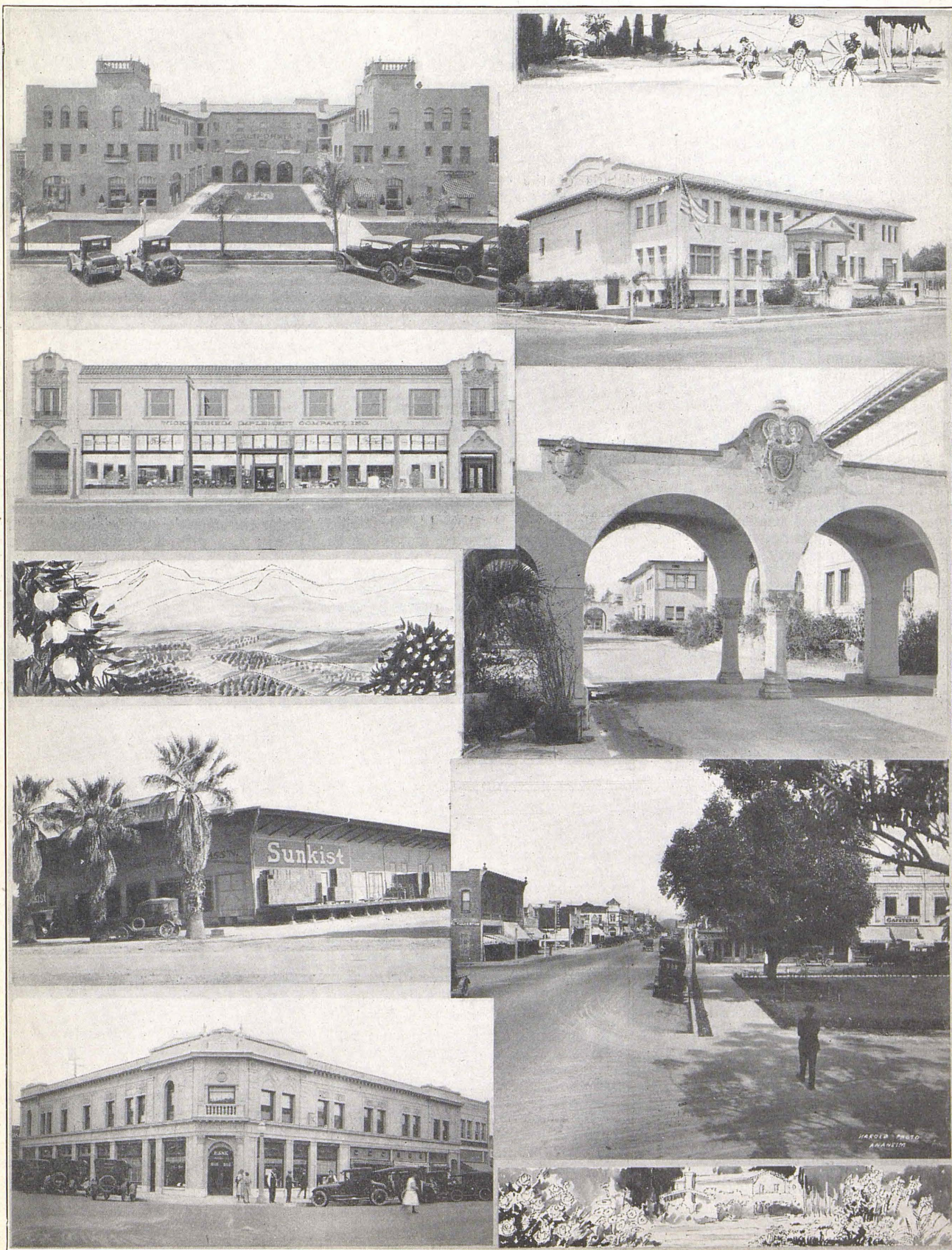
Through these articles employees will find much of interest and become acquainted with many facts which they had not hitherto known and this information can be profitably passed to the stranger in our midst. Being limited to 1,500 words, these articles will be comparatively short and concise and will bear only upon the essential facts concerning the community discussed.

Pacific Railway Company has just completed their line from Los Angeles to Anaheim, giving Fullerton four additional daily passenger trains. The Pacific Electric Railway Company serves Fullerton with eleven

terwoven with its present day public school system. Today there are approximately eleven hundred High School boys and girls who are receiving training definitely designed to contribute to the preparation for worthy



# Glimpses from a Gem City of the Southland



The above typical scenes show progressiveness of Fullerton.



home membership; while, about thirteen hundred younger Grammar Schools boys and girls are being taught the love for home and an appreciation of the Manual Arts essentials to home making and the inculcation of right standards of conduct and a love for cleanliness and beauty.

The prevention of sickness by sanitary practices and wholesome foods, the economical use of time and materials within the home, the making of many useful house-hold articles, the designing of bric-a-brac to beautify the home—these are some of the lines of instruction in home economics being taught in the Fullerton schools.

Rightly may Fullerton be proud of her schools—not only because of their high cultural standards, but because of the advancement being made in developing the youth under their control in such a way as to insure ideal home conditions in the future.

#### Leading Crops

Oranges, lemons and walnuts are the principal crops of the Fullerton district. The year 1922 crop sold in excess of twelve million dollars, which paid handsome dividends to our growers. Fullerton differs from any other community of our state in that we have the largest orange grove in the world, consisting of twenty-six hundred acres. Also, our city, is the home of the original valencia orange, the first orchard planted many years ago is now the property of Mr. C. C. Chapman.

King Oil also blesses our city. We have 376 oil wells which are producing three-hundred and twenty-five thousand barrels monthly. Within an hour's drive by auto from "My Home Town," are the famous oil fields of Signal Hill, Santa Fe Springs, Seal Beach, Huntington Beach, Sunset Beach Whittier, Montebello, Brea, Olinda and Richfield, where forests of derricks are daily pumping millions of dollars in added wealth to our investors in oil.

Fullerton seeks men of action, of ability and of wealth. We want their constructive activity, we want their ability and experience to speed our creative unfoldment. We need their vision and new perspective in preparing, this matchless garden of opportunity, for the many thousands of people who shall make Fullerton their future abiding place.

#### Opportunity Awaits

Fullerton offers to the investor, the tiller, the manufacturer, the fruit grower, the home builder and the pleasure seeker much that the yearning heart could wish for, or the vivid imagination conjure into natural existence. Fullerton and immediate vicinity is a constant challenge to the imagination and to the creative impulse of man. Here are thousands of acres of English walnuts, orange and lemon groves, dotted with grape fruit, loquats, kumquats, persimmons, and avacados, and with the beautiful homes surrounded by a marvelous array of semi-tropical shrubbery and flowers; all of which makes it exceedingly

difficult to convey by the written word any sense of these wonders or opportunities.

The Fullerton Chamber of Commerce is now making an industrial survey as to the cost of raw materials and transportation rates, so that intelligent information can be given the industrial inquirer. The Chamber has ample ground available for a large number of industries of a type suitable for this city and its peculiar environments, and invites correspondence from any individual or firm who may be interested in obtaining details of the opportunities Fullerton has to offer the manufacturer.

#### PUBLIC BLAMED FOR DEATHS AT GRADE CROSSINGS

"Carelessness at railroad crossings is one of the greatest causes of automobile fatalities and this in spite of the fact that transportation companies do everything in their power to keep people off the track." The foregoing statement was the manner in which the Alhambra Advocate summed up a recent editorial in which automobile fatalities were discussed. The editorial divulged some interesting information on this subject, to wit:

"Figures compiled by the national bureau of Casualty and Surety Underwriters reveal that 14,000 people were killed in America last year as a result of automobile accidents.

"This represents an increase of 1600, or 12 per cent, over 1921. Automobile accidents in 1922, were responsible for 67 per cent of all the vehicular fatalities within the last sixty years, more than four times the number caused by railroad trains, and seven times those due to street railways.

"Education apparently is the only remedy since traffic regulations has proved a failure."

#### Cover Illustration

**T**HIS month's cover picture gives an interesting glimpse of the Colorado Street Bridge, which authorities has proclaimed as an epoch in bridge building, and in which both grace and stability are prominently embodied. This handsome structure completes the connecting link between Pasadena and Glendale and is the open, highway to Flintridge and La Canada. From it a most inspiring view can be had of the Arroyo and surrounding territory and visitors to the Southland seldom fail to include it in their itinerary.

The Colorado Street bridge is built of reinforced concrete and is 1468 feet in length. Its height is 144 feet and its greatest span measures 230 feet. It was built jointly by the City of Pasadena and Los Angeles County at a cost of \$230,000.

#### STATIONERY STOREROOM IS QUICKLY RESTORED

The gloom of the eclipse was eclipsed by the gloom which pervaded on account of the complete destruction of the Stationery Stockroom, located on the sixth floor of the Pacific Electric Building, on Sept. 10th. That the fire did not seriously handicap and interfere with the orderly conduct of keeping records of business transactions throughout the system was largely due to the fine spirit of co-operation exhibited by Store Department and other employees.

Fire and water completely wrecked, not only the stock on hand, but all shelving and bulkheads, the total damage amounting to \$20,000. There remained on hand not a single supply of any of the 1800 different forms used throughout the system. Undismayed, Store Department employees began the arduous task before them to restore stock and fixtures.

Storekeeper Fenimore took personal charge, being ably assisted by Traveling Storekeeper Bolen, Inspector Campbell, Stationery Storekeeper McNeil and other employees from the General Store at Torrance. While the debris was being removed, bulkheads and shelving were being constructed with more than usual vigor by Bridge and Building Mechanics under the capable supervision of "Jim" Clark; the printer speeded work on forms most needed, it having been arranged that printing work would continue night and day. In the meantime the Southern Pacific Company was appealed to by wire to rush a supply of forms which are standard with both companies. They responded to the request promptly.

By strenuous efforts that extended far into the night the department was practically back to its former working basis in four days, all debris removed, new shelving and bulkheads having been built and almost every form in stock. The accomplishment is one which will long stand as a mark of credit to all who aided in making the achievement possible.

The fire destroyed unfilled requisitions on hand and all departments have been asked to send in duplicate requisitions for materials requested, but not yet received.

#### L. R. GUERRA RESIGNS

To accept position as Traffic Manager of the Pan-American Petroleum Corporation, L. R. Guerra formerly Chief Rate Clerk of Freight Traffic Department resigned from our service on Sept. 20th. Mr. Guerra had been in the employ of this Company for the past two years during which time he demonstrated excellent ability in handling matters relating to freight traffic rates.

Mr. Guerra participated actively in the Rate School conducted for enlightenment of Agents and others and contributed regularly instructive articles to the Magazine. The good wishes of many friends are extended him in his new field of employment.



## TIMELY TOPICS FOR TRAINMEN

**M**ANY Trainmen, with limited experience in railroading, have made the remark that there are too many rules, and disregard many of them because they do not know why the rule was made, nor for what purpose," writes H. L. Wiggam, Asst. Trainmaster, Northern Division. "If they would stop to think that the men who made these rules are men who have had years of experience in railroading, and that this experience has taught them to prevent damage to equipment and improve the service, they would realize the importance of living up to them.

"Each rule was made to prevent accidents or damage to property, loss of revenue or, last but not least, loss of life, and if each man would take into consideration when he says that a certain rule is useless, and figure that it was made to prevent a recurrence of something that has happened in the past that was detrimental to the company's interest, and live up to the rules, the chances are that he would be in the service as long as he cared to remain, moreover, he would be able to show a good record of which all railroad men are proud. If you talk with a man who spent years of his life on the railroad you can bet your last dollar that he made it a practice to observe the rules of the company he was working for, or he would not be with the company all those years. Statistics show that operating accidents or close calls are invariably caused by the violation of a rule, by some employee.

"Experience has taught the men who are at the head of the railroads how to operate the train to make it safe for employees and passengers and render good service. Rules added from time to time as they gained this knowledge has saved many lives, wrecks and trainmen's jobs who observe the rules. Often, when a trainman gets into serious trouble and his job is in the balance, a good record previous to that proves to be an asset."

**T**HERE seems to be a misunderstanding as to the course a Conductor should pursue when patron presents the wrong portion of round trip ticket for return passage. In some cases passengers have been ejected from car, which is contrary to existing instructions. Ralph Dimon, Ticket Agent, Passenger Traffic Department, who handles such adjustments, offers the following explanation of rule in effect for guidance of Conductors:

"When the wrong portion of round trip ticket is presented for return passage, the Conductor should first courteously explain to the patron that ticket reads in opposite direction, asking passenger to pay one way fare and that a receipt will be issued (Form P-34) and upon presenting to

Passenger Traffic Department, Room 623 Pacific Electric Building, the fare will be returned.

"However, if passenger refuses to pay fare he should not be ejected from car, but Conductor should accept ticket noting on back thereof 'Accepted under protest.' If the passenger receives a courteous explanation in most instances he will recognize the fact that he is presenting improper transportation ticket and pay fare pending proper adjustment being made."

**M**ANY Conductors complain of their shortages, some of which, no doubt, are due to not registering fares properly. If the following suggestions are carried out, shortages will be reduced materially:

When a passenger tenders his fare, keep the money in the hand and ask whether a one-way or round trip is desired, also the destination. When this information is received, register

### HINTS ON PROPER MEANS TO SECURE WITNESSES OF ACCIDENTS

**D**URING the past two months records reveal that Trainmen of all divisions have failed to maintain the good showing made in previous months in getting witnesses to accidents. Trainmen are asked to remember that frequently the testimony of a seemingly unimportant witness on a trifling phase of an accident has often saved the payment of thousands of dollars on an unjust damage claim.

When an accident occurs it will be well to keep these thoughts in mind:

The public wants to see justice done to all concerned and realizes that you are doing your duty in approaching them to give their names as witnesses.

Do not ask if the prospective witness saw the accident. In handing witness card it is well to say "Please write your name and address." If the person is asked "Did you see the accident?" he is likely to resort to the easiest way out and say "No."

Note that the words "Please WRITE your name," and not "SIGN your name," are used. The word "Sign" carries with it too vividly the thought of being a party to a legal action.

The sooner canvass for witnesses is started the less reluctance will be encountered and the greater possibility of securing names of all who were present when accident occurred.

the fare, then make change and give passenger the ticket. Frequently the attention is called to something else, such as the trolley coming off and if transaction has not been finished with the passenger, one is likely to forget whether he has registered the fare and is liable to make double registration, or may think he has rung up fare and has not done so, thereby failing to make registration of same. Should the passenger change his mind after the fare is registered, the ticket can be cancelled and notation made on trip sheet.

If these simple directions are followed, and Conductors make it a practice never to deviate therefrom, it should minimize shortage reports.

### WESTERN AVE. LINE GIVEN MORE PEAK HOUR SERVICE

Patrons of the Western Avenue bus line received the benefit of increased service during morning and evening rush hours on Sept. 26th when revised "peak hour" and Sunday schedule went into effect.

The new schedule arranged calls for a five minute service from 3:00 p. m. to 5:50 p. m., instead of seven and a half minutes previously effective during these hours. Early peak service is instituted on account of the large number of school children attending educational institutions in territory contiguous to this line. During the morning rush hours a seven and a half minute service will be given from 6:43 to 9:00 a. m., replacing the ten minute service heretofore in effect between these hours. During the mid-day travel, the running time has been reduced ten minutes between terminals and a greater frequency of service will be given to Hillhurst Avenue. In order to maintain the new schedules twenty-two buses will be required during the rush hours of travel, instead of sixteen heretofore in service.

Due to light traffic on Sundays fewer buses will be operated, but from 11:00 a. m. to 8:00 p. m. a ten minute service for the benefit of Church-goers will prevail. During other hours of the Sabbath a fifteen and twenty minute service will be effective.

Increased patronage and a careful check of travel requirements during the first month the line has been in operation brought about the increased service to be given. In announcing the new schedule, Mr. Van Vranken, Manager of the Los Angeles Motorbus Company, stated that travel check will continue to be made and the service will be increased or adjusted to best suit traffic requirements.

A man may be worth all he is paid no matter how much he is paid, or be worth less than he is paid no matter how little he is paid. Don't complain about big salaries if they're earned, or about small salaries if you can't speed up and earn more.—A Booster.



## INTERURBAN RATE BASIS IS UPHELD BY STATE COURT

In a decision issued Sept. 15th by the California Supreme Court it is ruled that Pacific Electric fares may be fixed upon a different basis from local passenger fares for street car service between Los Angeles and Pasadena, South Pasadena, Alhambra and Glendale.

The case has resulted in many hearings being given that have lasted over a period of three years. The Railroad Commission, in its rate decision, divided the Pacific Electric service into two classes, interurban passenger service and street car passenger service. Local passenger fares were established and Los Angeles was divided into two zones, a 6 cents fare being charged for the inner zone and 6 cents for the outer zone, or a through fare for the two zones of 10 cents. These zone rates were fixed on the basis of the average distance all passengers ride, the individual passenger paying the prescribed fare regardless of the distance he rides in the prescribed zones.

The interurban fares are fixed on a mileage basis to and from Los Angeles terminal station. The general one-way fare for all interurban passenger service was fixed at 2.75 cents per mile.

In the action brought by the cities of Pasadena, South Pasadena, Alhambra and Glendale, an effort was made to prove that discriminatory rates were used for passengers using the same class of service. The Supreme Court maintained that these cities failed to prove any discrimination and that there is a distinction between the interurban service and the local service, they being operated on separate tracks, the interurban service having larger and heavier cars operated at high speed and with better equipment than is given in local service.

## EXTRA! MR. SCOTT WEDS

The "Confirmed Bachelor's Club" is bemoaning the loss of one of its leading lights in the person of W. G. Scott, Superintendent of Employment, who on Sept. 14, without notification to his friends took unto himself a wife, the happy lady being Miss Clara Eggen of Pasadena. Rumors, at first discredited and branded as being ridiculously absurd were later confirmed, proving the truthfulness of the time-worn axiom, "you can never tell."

The ceremony was held at Santa Barbara and was attended by the principals, pastor and two witnesses, just such a crowd as all his friends would have expected had they ever dreamed that Mr. Scott would consider for a moment his passing from single wretchedness. Following the ceremony the happy pair made an extensive tour of the north before returning to Los Angeles and continuing on what their friends hope will be an everlasting honeymoon. A handsome silver appointment was presented the newlyweds upon the recovery of friends from the shock.

## Club's New President



Mr. C. Thorburn

IN THE election last month of Mr. C. Thorburn as President of the Pacific Electric Club the welfare and continued advancement of our social "family" is assured. The Club has long been a hobby with Mr. Thorburn and its records will reveal that he has attended its meetings religiously and participated actively in its various functions. As purchasing Agent for this Company, Mr. Thorburn is one of our busiest officials and that he would assume the direction of the Club's affairs and its attendant responsibilities is indeed a mark of the deep interest he holds in its activities and further development.

The retiring President, O. A. Smith, Passenger Traffic Manager, has served the Club faithfully and well for the past two years and upon severing his official connection may be assured that his able conduct of its affairs has been keenly appreciated by the entire membership.

Mr. Thorburn issued the following statement for publication in the Magazine:

"The Club in the past has been fortunate in the executives who have headed the organization, as well as in the loyalty and steadfastness of its members of the various Executive Committees, all of which has been reflected in the substantial growth that has been continuously made since its establishment. There has not been a year but that improvements have been made in its physical features, both in the club building, its auxiliaries and in our

## BAND MEMBERS SPEND HAPPY WEEK-END AT P. E. CAMP

Following a happy week-end spent by band members at the Pacific Electric Camp in the San Bernardino mountains, Earl Moyer, Manager of the Pacific Electric Band, submitted the accompanying details of what proved a most enjoyable event:

"On Saturday, Sept. 24th, the P. E. Band & Club Orchestra left for a week-end stay at the Camp and arrived just in time to escape a good soaking, from an unseasonable rain, which occurred immediately following our arrival. If Mr. Pluvius had any idea that his presence was going to spoil our outing he failed to reckon the ardor and spirit of the party.

"After a wholesome dinner, the band played several numbers, following which the evening was spent in dancing, card playing and an indoor weiner bake. Breakfast was served at 7:30, after which "Skipper" Worley piloted the good ship "Lady Louise" around the lake with a capacity crowd. Noon found appetites whetted and amply appeased by an excellent chicken dinner.

"At 4:30 p. m. Sunday three buses started on their way downward and all present will long remember the scenic effects. Enroute we were enveloped in dark clouds at intervals and at times could look down on the valley far below bright with sunshine; and then the sunset—but no explanation can picture the beauties seen.

"All in attendance unanimously voiced their appreciation to the management Mr. Vickrey and Mr. and Mrs. Worley for the outing and the many courtesies which were extended to us."

mountain vacation camp.

"The membership of the Club has in the past two years been gratifyingly increased through the support given by its members, but there still remains the opportunity to add to the club roll many employees who are not fully aware of the benefits and pleasures to be derived.

"Worthy, as are all of the Club's functions, I look upon the Mortuary Fund as one of its leading and most noteworthy activities and urge all members to point out this feature to fellow workers and their duty in assuming for their loved ones the small obligation it entails.

"I do not hope to excel the efforts made by my predecessors in office, but it is my determination to continue the work which they have so well accomplished and endeavor to add further to the excellent work already done. The present Executive Committee is well qualified to render excellent service in this accomplishment and I feel certain of their wholehearted support.

From time to time through the Magazine I hope to convey to the membership definite plans of various improvements and members are earnestly urged to submit their suggestions and constructive criticism that they may receive consideration at the hands of the Club's Executive Committee."



# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Room, September 5th, 1923 at 2:15 p. m., the following named members being found absent: Gus Kuderna, D. J. Finley, F. L. McCulley, J. W. Hale, Geo. W. Potter, G. W. Orr, W. A. Sinms, J. A. Bertleson, N. D. Gilbert, J. W. May, B. F. Manley, A. J. Guercio, L. J. Bush, Earl McCall.

Mr. Thorburn temporarily occupied the chair as President. He requested reading of the names of the committeemen elected on August 31st. Mr. Vickrey did so and announced that H. Cairns, was tied with J. W. Poston, as representative of the Northern Division Transportation. It was moved by Mr. Spencer that the Governing Board of the Club decide as to which of the two contestants should be seated, and the motion having been seconded and put to vote was declared adopted.

The minutes of the last meeting were then read and ordered approved.

### Club Fund

The Manager of the Club then read the following report:

Balance, 8-1-23 .....	\$1123.84
Receipts .....	1055.25
<hr/>	
Total .....	\$2179.09
Paid Out .....	799.85
<hr/>	
Balance, 8-31-23 .....	\$1379.24

### Relief Fund

Balance, 8-1-23 .....	\$ 314.57
Receipts .....	480.77
<hr/>	
Total .....	\$ 795.34
Paid Out .....	885.00
<hr/>	
Balance, 8-31-23 .....	\$ 89.66

Mr. Vickrey, as President of the Picnic Committee, took occasion to thank all the workers for their splendid co-operation in carrying out the picnic arrangements, and to say that a new high record for attendance had been established.

### New Business

Mr. Severance complained regarding the condition of the trainmen's rooms at both San Bernardino and Riverside. In replying Mr. Vickrey stated that by Mr. Annable's direction he would hereafter officially inspect trainmen's quarters at the various terminals and hoped, in that way, to eliminate future complaints. It was further stated that work orders for changes and installations at San Bernardino had been issued and the conditions there would probably be shortly rectified, and that conditions at

Riverside are also to receive due attention.

Mr. Vickrey asked that he be authorized to engage a hostess to superintend the dances given by the Club, and upon motion by Mr. Spencer, duly seconded, it was so ordered.

In reply to inquiry as to the Club buttons, Mr. Vickrey explained that the factory had but recently sent a sample of the completed button and that he had accepted sample and requested that the order be rushed.

Mr. C. Thorburn then called for election of officers of the Executive Committee for the ensuing Club year. Mr. Thorburn himself was nominated for the Presidency by Mr. Bishop, seconded by Mr. Spencer, and nominations having been closed, was, upon motion, declared unanimously elected. Mr. N. B. Vickrey, the present Manager of the Club, was then nominated by Mr. Spencer to succeed himself as Manager and Secretary, and upon vote was declared elected. Mr. W. A. McCammond having been duly nominated and vote having been taken, was declared duly elected Treasurer, to succeed himself.

The Committee then recessed to give opportunity to the various committeemen to caucus for nominations for membership of the Board of Governors. Upon call of the Chair, the Committee resumed its executive session and by motion duly made, nominated and thereafter elected by secret written ballot, the following named members to compose the Board of

Governors for the ensuing Club year: J. Richards, W. A. McCammond, J. Hanselman, B. F. Manley, L. V. Covell, B. L. Brown, J. W. May, S. A. Bishop, L. A. Lovell, S. H. Anderson, C. H. Burnett, C. Thorburn, and N. B. Vickrey.

It was announced that the said Governing Board would convene immediately after adjournment of the Executive Committee, and upon motion the Committee then adjourned.

## P. E. CLUB BULLETIN

- Wednesday, October 10:**  
Operating Staff meets in Assembly Room at 10 a. m.  
Rod and Gun Cub meets at 8 p. m.
- Thursday, October 11:**  
Usual Thursday Night Dance in Auditorium, 8:30 p. m.
- Friday, October 12:**  
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, October 15:**  
P. E. Band Rehearsal at 8 p. m.  
P. E. Chorus Rehearsal at 8 p. m.
- Tuesday, October 16:**  
Northern Division Safety Committee, 2 p. m.  
All Division Trainmen's Meeting at 8 p. m.
- Thursday, October 18:**  
Souvenir Dance in Auditorium at 8:30 p. m.
- Friday, October 19:**  
General Staff meets in Assembly Room at 10 a. m.  
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, October 22:**  
P. E. Band Rehearsal at 8 p. m.  
P. E. Chorus Rehearsal at 8 p. m.
- Thursday, October 25:**  
Halloween Dance in Auditorium at 8:30 p. m.
- Friday, October 26:**  
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, October 29:**  
P. E. Band Rehearsal at 8 p. m.  
P. E. Chorus Rehearsal at 8 p. m.
- Thursday, November 1:**  
Jazz Novelty Dance in Auditorium at 8:30 p. m.
- Friday, November 2:**  
Regular Movie Show in Auditorium at 7:45 p. m.
- Monday, November 5:**  
P. E. Band Rehearsal at 8 p. m.  
P. E. Chorus Rehearsal at 8 p. m.
- Tuesday, November 6:**  
Southern Division Safety Committee, 2 p. m.
- Wednesday, November 7:**  
Executive Committee, P. E. Club, meets at 2 p. m.
- Thursday, November 8:**  
Western Safety Committee meets at 2 p. m.  
Moonlight Dance in Auditorium at 8:30 p. m.

### CLUB MOVIE PROGRAM

- Friday, October 5:**  
Main feature: "Salomy Jane."  
Comedy: "Hook, Line and Sinker."
- Friday, October 12:**  
Main feature: "Homeward Bound."  
Additional reels, Pathe Review, and "The Elephant's Trunk."
- Friday, October 19:**  
Main feature: "Bluebeard's Eighth Wife."  
Other reels, Pathe Review, and "Wanted,—A Story."
- Friday, October 26:**  
Main feature: "A Gentleman of Leisure."  
Comedies: "Newly Rich." "The Frog and the Catfish."
- Friday, November 2:**  
Main feature: "The Snow Bride."  
Comedy: "Stung."
- Friday, November 9:**  
Main feature: "Sixty Cents an Hour."  
Comedy: "Tough Winner."

Censure and criticism never hurt anybody. If false, they can't hurt you unless you are wanting in manly character; and if true, they show a man his weak points, and forewarn him against failure and trouble—Gladstone.



**ALL IS NOT ROSEATE WITH CITY OWNED UTILITIES**

That municipal ownership of public utilities is fast running its course is the opinion expressed in a recent editorial appearing in the "Public Service" magazine. The article, which follows, also reveals some interesting data in substantiation of claims made. We quote:

"There are a few new experiments being made, but there is a growing list of failures and woeful cases of waste of taxpayers' money on stubborn attempts to make communities support politically-ridden properties. Soon the deceived people will be begging private enterprises to take them off their hands, as the Communists of Germany now are trying to unload many of their undertakings upon private corporations and others on private management," says the Cincinnati Enquirer.

"The United States Census Bureau and the McGraw Central Station Directory each supply information on this phase of municipal ownership. Recent statistics bear on light plants. There has been a decided tendency in recent years for municipalities to turn over the manufacture of power to private companies and hang on to the more easily manipulated distributing work. In 1912, less than nine per cent of the municipal plants in the United States purchased their power from private producers. In 1917, the proportion had risen to 23.3 per cent, and in 1921, to 26 per cent. Now all the municipally-owned and operated plants produce only four per cent of the electrically generated power in the United States. Of the population, 93.8 per cent is served by private corporations, and 6.2 per cent by municipal plants.

"Service costs provide another striking contrast and show that politics in the operation of utilities is expensive. The Census Bureau reports that in 1921 the average tax rate of cities having municipal plants was \$19.31. The average rate in cities supplied from non-municipal plants was \$15.50. This was partly because where municipal plants are exempted from taxation, that their political managers can have more leeway, the rates on other property are proportionately higher. Also, because the taxes levied on private plants help to reduce the taxes on other property and to lower the average.

"It is not surprising, therefore, that there should be a tiring of the public with municipal ownership and operation of utilities. A costly lesson has been learned by many communities where the experiment has been tried. Other also will learn. And yet there will be communities to rush blindly into the clutch of municipal ownership in spite of all experience of others."

Mr. Trainman, in the sight of the public you are the Company. In your care rests largely our good name and reputation for service.

**'A FOOL THERE WAS'**



Reprinted from and by courtesy of Los Angeles Herald.

**COMPARISON OF ACCIDENTS DURING AUGUST, 1922 AND 1923**

	Northern Division		Southern Division		Western Division	
	1923	1922	1923	1922	1923	1922
Interference with vehicles	171	120	163	123	234	172
Collisions and interference with cars	4	6	8	14	12	8
Persons struck by cars	5	6	6	4	9	9
Derailments	11	7	37	24	9	12
On and off moving cars	32	14	23	27	40	32
Miscellaneous	31	22	27	59	54	28
<b>Total</b>	<b>254</b>	<b>175</b>	<b>264</b>	<b>251</b>	<b>358</b>	<b>261</b>
			1923	1922		
Northern Division	254	175				
Southern Division	264	251				
Western Division	358	261				
<b>Total</b>	<b>876</b>	<b>687</b>				
	1923	1922				
Interference with vehicles	568	415	36.60%	Increase		
Collisions and interference with cars	24	28	14.29%	Decrease		
Persons struck by cars	20	19	5.26%	Increase		
Derailments	57	43	32.56%	Increase		
On and off moving cars	95	73	30.14%	Increase		
Miscellaneous	112	109	2.75%	Increase		
<b>Total</b>	<b>876</b>	<b>687</b>	<b>27.51%</b>	<b>Increase</b>		

**BUS ACCIDENTS DURING AUGUST, 1923**

Interference with vehicles	28
Miscellaneous	7



# Striving for Ideals in Service

## 'Public be Pleased' Slogan of Present Day Utilities. Our Obligation to Serve.

By C. H. BURNETT

Manager, Real Estate, Taxes and Resorts

*On account of its inspiring counsel, the accompanying address by Mr. Burnett delivered at Staff Meeting on Sept. 21st, is reproduced in full.*

**T**HE subject of "Service" seems to me a particularly appropriate one to be discussed before a gathering of officers of a public service corporation, especially in the largest city in the world. And when I say the largest city I do not mean, of course, the largest in population, although that may come in time. I mean the largest in area, for I presume you all know that Los Angeles has more acres within the city limits than any other city on earth!

But this is not our only claim to distinction. We are also very proud of our harbor. It is true that our dear friends in San Francisco say that the reason the Navy likes to come to Los Angeles Harbor is because it is not deep enough for the vessels to sink. Nevertheless, forty-six per cent of the tonnage passing through the Panama Canal to the Pacific Coast now comes to Los Angeles; and of all the tonnage passing through the Canal from the Pacific Coast to the Atlantic, not only from the Pacific Coast, but from every other country on the greatest ocean in the world, fifty per cent of all that tonnage now comes from Los Angeles.

### Our Claim to Distinction

But of course the principal field in which Los Angeles excels is in the matter of transportation. The Los Angeles Railway people claim that they have the finest street car system in the world; we freely admit that we have the finest interurban system in the world; and there is one automobile to every five and one-half persons. I have been told that the half persons are pedestrians who have been run over only once.

But to return to the subject of "Service." Webster's Dictionary has several definitions, but the ones I like best are these:

"The deed of one who serves; labor performed for another; duty done or required," and also

"Useful office; advantage conferred; that which promotes interest or happiness."

And the P. E. Magazine, which is also a high authority, said in its last issue, "Our business is to sell service. An essential part of that service is courtesy."

Do you notice how much more you hear of service than you did ten or fifteen years ago? When you talk about a hotel or restaurant the principal question is "How is the service?"

When you talk about a railroad or a steamship company, the paramount question is one of service. When you decide what merchants you will patronize you consider not only their goods, but also their service.

Have you noticed how many references there are to Service in advertising—"The Bank of Personal Service," "Service with a Smile," "Try our Service," and so on without limit.

The Steamer "H. F. Alexander" has in each stateroom a little card containing a list of a dozen or more "Distinctive Service Features," from dancing to a children's play room. Some eastern hotels deliver a daily paper to each guest room every morning, as a service feature, and can you think of any way in which they could invest few cents per room with a larger return in satisfaction and good will on the part of their patron?

### Have Profited From Past

You can all remember when we not only did not hear so much about service, but we did not get such good service in any line of business as we do now. Don't you recollect that when you used to go into a bank the mental atmosphere was very much like a cold storage plant. When you went into a store the clerks were frequently indifferent, if not insolent; and when you registered at a hotel you cowered before the haughty room clerk, and thankfully took whatever he designed to offer. When you got on a train (not a Pacific Electric train) you sort of slumped down in your seat when the conductor came along, and tried not to add to his mighty frown. And there is an ancient legend, which may be true and may not, that William H. Vanderbilt once made a remark which has made railroading more difficult for all of us down to this very day, namely, "The public be damned."

But what a change since those old days! The modern policy of all railroads and public service corporations is, "The public be pleased." The modern policy of merchants is not the old legal maxim of "caveat emptor" (let the buyer beware), but the much more alluring slogan, which was first used by Marshal Field and which set all his competitors by the ears, "The customer is always right."

When you go into a bank you find the officers, instead of being hidden away in some remote mahogany office, now sitting out in plain view, with their names on their desks and ready to talk to you like human beings, and even, on rare occasions, to loan you money!

When you get on a street car or a

Pacific Electric train, or even on a steam train, the trainmen really seem to be glad to see you, and Mr. Annable tells me that we get quite as many letters commending our employees as we do complaints.

President Willard of the Baltimore & Ohio has recently stressed the importance of personal contact between the officers and employees of a railway and its patrons, as a means to better service. Theodore Roosevelt once said:

"We receive from our work exactly in proportion as we give in service, and nobody has yet proved out a plan whereby we can get more by giving less."

What has brought about the remarkable change we have all noticed, in the space of a comparatively few years?

I think it is safe to say that it is due in a large measure to a keener analysis of business conditions, a greater understanding of the principles of efficiency, and a realization of the fundamental fact that good will is a substantial, tangible and indispensable asset. And that is especially true of a public service corporation.

### Present Day Ideals Higher

I also like to think that this great change represents a definite advance in Christian civilization and a greater acceptance of the Golden Rule. And I particularly like to feel that the principles of the Rotary Club, in which I have had the honor to represent the Pacific Electric for the past eleven years, have had a large share in putting business dealing upon a higher plane—not only through the direct influence of Rotarians, but through the many other organizations which have been formed along similar lines, such as the Kiwanis Club, of which Mr. Bishop is a prominent member, the Optimist Club, in which Mr. Smith is a leading light, the Lion's Club and a number of others.

The Advertising Club, of which Mr. George Blyth is a member, is also doing a great constructive work in putting business on a sounder basis, with its Better Business Bureau, its Vigilance Committee and its sincere effort to live up to its slogans, "Truth in Advertising" and "Integrity in Business." Incidentally, it may be said that the present President of the Advertising Club and several of the Past Presidents are Rotarians.

As the Pacific Electric Railway, and that means the whole Pacific Electric family, is represented in the Rotary Club, you may be interested in a brief outline of that particular organization.

The Rotary movement started about eighteen years ago in the City of Chicago, with four men who were drawn together through the sense of loneliness in a great city, and the need for an organization that would have fellowship and practical service as its object. These men happened to belong to different trades or professions, and as their little Club grew they adopted the plan of admitting only men who represented different callings so as to



bring new viewpoints to the organization.

From that small beginning of one club of four members Rotary has grown into more than 1500 clubs, with more than 93,000 members in some twenty-seven countries of the world. The motto of the organization is, "Service Above Self; He Profits Most Who Serves Best," and we believe that this represents a great economic as well as a great moral truth. Rotary was one of the first organizations to adopt a written Code of Ethics, and this example has now been followed by a large proportion of other associations of business men throughout the United States.

#### A Code Based on Golden Rule

The Rotary Code of Ethics, adopted at the International Convention held in San Francisco in 1915, is one of the finest documents of its kind of which I have any knowledge, and as it is very short I am going to read it to you.

"My business standards shall have in them a note of sympathy for our common humanity. My business dealings, ambitions and relations shall always cause me to take into consideration my highest duties as a member of society. In every position in business life, in every responsibility that comes before me, my chief thought shall be to fill that responsibility and discharge that duty so when I have ended each of them I shall have lifted the level of human ideals and achievement a little higher than I found it. As a Rotarian it is my duty:

"FIRST—To consider my vocation worthy, and as affording me distinct opportunity to serve society.

"SECOND—To improve myself, increase my efficiency and enlarge my service, and by so doing attest my faith in the fundamental principle of Rotary that he profits most who serves best.

"THIRD—To realize that I am a business man and ambitious to succeed; but that I am first an ethical man, and wish no success that is not founded on the highest justice and morality.

"FOURTH—To hold that the exchange of my goods, my service and my ideas for profit is legitimate and ethical, provided that all parties in the exchange are benefitted thereby.

"FIFTH—To use my best endeavors to elevate the standards of the vocation in which I am engaged, and so to conduct my affairs that others in my vocation may find it wise, profitable and conducive to happiness to emulate my example.

"SIXTH—To conduct my business in such a manner that I may give a perfect service equal to or even better than my competitor, and when in doubt to give added service beyond the strict measure of debt of obligation.

"SEVENTH—To understand that one of the greatest assets of a professional or of a business man is his friends, and that any advantage gained by reason of friendship is eminent-ly ethical and proper.

"EIGHTH—To hold that true

friends demand nothing of one another, and that any abuse of the confidence of friendship for profit is foreign to the spirit of Rotary, and in violation of its Code of Ethics.

"NINTH—To consider no personal success legitimate or ethical which is secured by taking unfair advantage of certain opportunities in the social order that are absolutely denied others, nor will I take advantage of opportunities to achieve material success that others will not take because of the questionable morality involved.

"TENTH—To be not more obligated to a Brother Rotarian than I am to every other man in human society, because the genius of Rotary is not in its competition but in its co-operation; for provincialism can never have a place in an institution like Rotary, and Rotarians assert that human rights are not confined to Rotary Clubs, but are as deep and as broad as the race itself; and for these high purposes does Rotary exist to educate all men and all institutions.

"ELEVENTH—Finally, believing in the universality of the Golden Rule—ALL THINGS WHATSOEVER YE WOULD THAT MEN SHOULD DO UNTO YOU, DO YE EVEN SO UNTO THEM—we contend that Society best holds together when equal opportunity is accorded all men in the natural resources of this planet."

I think you will agree with me that we should all be proud to be affiliated with such an organization, and equally proud that the Pacific Electric Railway in the daily conduct of its business comes so close to measuring up to these high and modern ideals. I shall feel much gratified if this little review of the important part which service plays in the business world, shall aid us all in raising still higher our Company standards, and instilling in each of us and our associate workers the conviction that "He Profits Most Who Serves Best," is not only good morals, good ethics and good sense, but is also extremely good business.

## HARRY H. COBB PASSES

Veteran employees, who had the good fortune to know him, were deeply grieved to learn of the passing of Mr. Harry Cobb, whose death occurred on Sept. 8th at his home on Hollister Avenue, Ocean Park. Mr. Cobb, who was a brother-in-law of S. H. Anderson, Electrical Superintendent, was well and favorably known among the Old Guard who started employment in the electric railway industry in this section in the early nineties.

Later identified with the construction of many lines in Southern California, Mr. Cobb began service in this district as Mechanical Foreman of Cars on the Mt. Lowe line in March, 1893, being transferred to the Pasadena & Los Angeles Railway in 1896. In 1904 he was transferred to the Los Angeles & Pacific Ry., where he remained until 1907, severing his local connections to take up work in Oregon, remaining there until a short time before his death.

Mr. Cobb was recognized as a leader in his line through his accomplishments in railway building and was familiarly known throughout the industry on the Pacific Coast.

## Engineering Dept. Notes

By A. J. Guercio

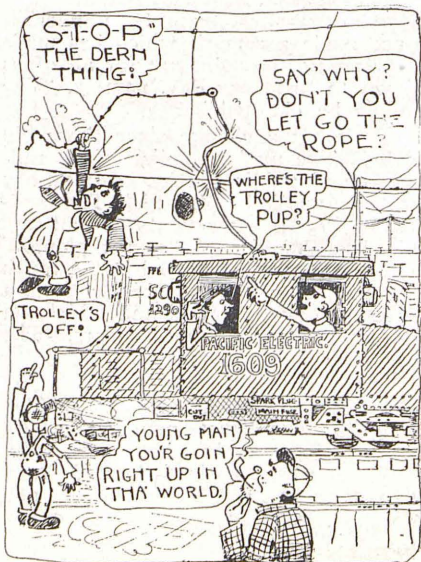
Due to the City of Long Beach improving San Diego Ave. and Mariposa Ave. across the Sea Side Park line, the tracks have been reconstructed and paved; 75 pound rail was used and oil macadam paving laid.

City of Arcadia is improving St. Joseph street in the vicinity of Flower and 1st streets, necessitating shifting the main line tracks of the Monrovia line to 13 ft. centers, reconstructing tracks with 75 pound rail and fittings, placing rock ballast, paving the franchise portion with 5 inch oil macadam pavement, relocating interlocking signals, and shifting of overhead.

575 lineal feet of new storage tracks are being installed at the rear of the Passenger Station at 4th and Palm streets, Burbank, to provide storage facilities for passenger equipment and to further facilitate the handling of freight shipments on the house track.

Industrial spur track, 250-ft. in length, has been installed at Orizaba St., on the Newport Beach line to serve Mr. J. B. White, engaged in the manufacture of sash and doors.

We regret to learn of the death of our fellow worker, John A. Straub, who entered our service in December of 1916 and was employed in the Bridge and Building Dept. as sub-foreman. He was born in Pennsylvania January 7, 1860. Our deepest sympathy is extended to the family in this their hour of sorrow.





## SPORTSMEN ENJOY GALA DAY AT GUN CLUB



P. E. Rod & Gun Club members enjoying day at their picturesque Gun Club headquarters.

By B. F. MANLEY  
P. E. Rod and Gun Club

SUNDAY, Sept. 30th marks another epoch in the history of the P. E. Rod and Gun Club. On this day all the shooting sports and their families gathered at our Recreation Grounds for a full day of sports and pleasures. They came early and stayed late and there were approximately seventy five in the party. They arrived by car, auto, and on foot. Some got lost, but the shooters kept the air stirred up so that the lost ones soon found headquarters.

We had coffee, lemonade, and Oh Boy! there was lots of chicken, too and many other things to appease appetites whetted by sea breezes and wholesome sport.

The members of the P. E. Rod and Gun Club pride themselves in having this Recreation Park. It has everything to make it a real sportsman's paradise; tables for lunches, fireplaces for cooking, benches, rest-room, shade and sunshine. We have our horse-shoe pitching course, swings for the kids and last, but not least, our shooting park.

At 10:00 a. m. the shooting began. It was a glorious day for the sport and some remarkable scores were made. We had a total of 25 men at the traps. About 2000 birds were thrown and the way these birds were wrecked was a sight to behold.

Among our visitors were Don Morrison, Peters Cartridge Company representative; L. A. Brown of B. H. Dyas Company, and the big man, Mr. Lloyd. We say "big," but commonly he is called "Shorty," being about 36-inches in height and weighing 65



pounds, but boys you know the story. All good things come in small packages, and that is why we have Mr. Lloyd with us. Can he shoot? I'll say so; his only difficulty is that his bracing spread is hardly sufficient to withstand the gun recoil. He is a sport though; after he shoots he just

picks himself up, brushes off the dust and gets ready for the next round.

I. W. May, and family from Pasadena, gave us a visit. Our famed comedian, A. B. McLeod, was on hand with his powder can. Everybody was there.

Among our own shooters, we made



some records of which we are proud. The writer picked fifty straight, making for himself a record of 97-100. He left the field "high gun" for the day.

### Dinner Bell Rings

At 12:30 a halt was called as everybody felt a certain emptiness in the region just in front of the back. We took to the tall timbers where a regular old fashioned spread was served. Those who had no eats were well taken care of and everybody was happy.

Those of us who brought no eats gratefully thank those who did. The Pacific Electric "family spirit" was much in evidence. Where all the food came from some of us hardly know, but everybody was fed. The Gun Club furnished coffee and lemonade, sugar and cream, this being donated by the P. E. Club. Thank you Gentlemen!

At 1:30 p. m. the afternoon shooting began and continued until 4:00 p. m. with the following results:

<b>Spread No. 1</b>		Oefinger .....	69x75
Morrison .....	99x100	Cook .....	51x 75
Brown .....	93x100	Groff .....	51x 75
Volkhart .....	77x100	<b>No. 4</b>	
B. Manese .....	83x100	Deal .....	52x75
Milford .....	75x100	Layden .....	30x50
<b>No. 2</b>		Lamelle .....	23x50
Wiggam .....	94x100	Lyon .....	25x50
Spafford .....	90x100	Mower .....	36x50
B. Manley .....	97x100	<b>No. 5</b>	
F. Manley .....	88x100	Mason .....	18x50
Geopfert .....	80x100	Lloyd .....	6x25
<b>No. 3</b>		Matthews .....	9x25
Cowley .....	88x100	Crooks .....	10x25
McLeod .....	79x120	May .....	18x25

Among the P. E. Club shooters were eight boys all set to leave the grounds at 3:00 p. m. for Hodges Lake to be on hand for the opening shoot of the duck season, October 1st. They gave themselves the "once over" at the traps so as to be in trim for the ducks. Among this bunch of ardent "duckers" was one, Mr. Orren from Torrance shops. Keep this "bird" in mind; he comes up again.

At 3:00 p. m. we are off. Yes, we got lost and it was 10:30 p. m. before we landed at Hodges Station. Beds were made, F. L. Manley being Chambermaid for Division 1; B. F. Manley the same for Division 2; Mr. Wiggam and Mr. Murray did the road work. Mr. Matthews was Conductor. Jake took his part as cook, and Mr. Gaba from Long Beach was General Manager. Mr. Wiggam brought with him an old alarm clock to furnish the necessary noise at 3:45 a. m.

The following morning we went to the Clubhouse for our boats. At 5:30 a. m. the noise began and continued about three hours. Mr. Wiggam was heard to call loudly to Mr. Orren "How many ducks have you Orren?" He replied with "I haf no dux. I haf a cube off mud hence." In the midst of the excitement a loud splash was heard and Mr. Wiggam was seen emerging from the lake with his shotgun firmly grasped in both hands. He had recovered the same from the mud in the lake. Well done, Old Boy!

Everybody got ducks, except the Dutchman, and he learned a lot about duck shooting.

Good cooking has tamed more "bad" husbands than good advice.—Upland News.



W. E. Booth, Day Terminal Foreman is off for about a month's vacation. During his leave, H. L. Young will try to get accustomed to the daylight.

R. M. Jones and H. M. Williams have gone for a hunting trip to Oregon in Jones' machine. So if there is a shortage of ducks down here this year we know who to blame.

Our competent Cashier, Mr. Roberts, is enjoying his annual vacation. While he is gone, Mr. Redmond will fill the cashier's window.

A new coasting leader has appeared on the Sierra Vista Line in the person of T. M. Lloy, with the high record of 40.5%. Dowding still holds the leadership on the Monrovia Line with 41% E. W. Lord leads on the San Bernardino Line with 34.6%; Briggs on the San Gabriel Line with 28.4% and J. F. Ford showed what could be done on the South Pasadena Line with 29.4%. If we had averaged three-tenths of one per cent more, we would have led the Southern Division.

Two or three small accidents on local lines lately, have demonstrated

how important it is, that all trains have proper protection out, regardless of the location or seemingly absurd chance of collision.

It is odd, but nevertheless a fact, that it is far easier to see a waving red flag than a car, fifty times it's size. Any object going directly away from you, will seem to blend in with the landscape, and can easily escape observation. But one which assumes a motion, contrary to the general view, is easily detected. Just so, it is possible to run directly upon a standing car, where the simple waving of a flag will attract attention.

Let's watch this more closely. If you stop your car even for a half minute, "blow out" a flag, and then the conductor will know that it is other than a passenger stop and can give the proper protection, without fear of being left.

Definitions as a new man sees them:  
Fixed Signal: A broken signal that has been fixed.

Division: An example in arithmetic.  
Yard: Back or front end sometimes both.

Regular Train: A normal train; at present unknown.

Whistle: Most important part of the car.

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

Passenger Revenues .....	\$1,288,798.31
Freight and Switching Revenue .....	605,485.59
Other Revenue .....	81,081.06
<hr/>	
Total Railway Operating Income .....	\$1,975,364.96
Total Railway Operating Expenses:	
Wages .....	\$910,181.18
Other Charges .....	528,128.83
Transportation for Investment—Credit .....	6,144.19
<hr/>	
Revenues, Less Operating Expenses .....	543,199.14
Depreciation .....	22,219.11
Taxes Assignable to Railway Operations .....	86,195.04
<hr/>	
Total Depreciation and Taxes .....	108,414.15
<hr/>	
Revenue, Less Operating Expenses, Depreciation and Taxes .....	434,784.99
Non-Operating Income .....	3,457.42
<hr/>	
Net Revenue .....	438,242.41
Interest on Bonds and Other Debt .....	331,923.15
Rents and Miscellaneous Income Deductions .....	137,561.51
Total Deductions .....	469,484.66
<hr/>	
Net Loss for Month .....	31,242.25
Net Income for Eleven Months .....	358,400.30

Los Angeles, Calif., Sept. 24, 1923.

L. A. LOVELL, Auditor.



## Terminal Enlarged to Meet Growing Needs



Ever increasing freight volume necessitated the enlargement of Butte Street Yard, which is shown above as it appears today. Below is office of Freight Terminal and yard scene.

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

**I**N ORDER to cope with the present freight traffic density and to expedite this enormous transportation service to the shipping public, the Pacific Electric has pursued a constructive program and has augmented its Los Angeles freight terminal by additional facilities to alleviate congestion and render good freight service.

The above picture portrays to some extent the recent improvements made in the Butte Street yards of the Los Angeles terminal, at which point twenty new yard tracks have recently been constructed and are now in service. The Butte Street yards of the Pacific Electric are primarily an interchange and classification facility for the expeditious handling of the hundreds of freight cars which are daily interchanged with the three transcontinental lines reaching Los Angeles.

With completion of additional trackage facilities in our Butte Street yards it is the intention of the Southern Pacific to make all interchange with the Pacific Electric at this point, eliminating the present interchange at Eighth and Alameda Streets for all traffic other than perishable, and as direct interchange connections are made with the Union Pacific and the Santa Fe at this point, this location will become a point of intensified freight handling activity.

More or less of the phenomenal growth of the Pacific Electric Railway as a freight carrying medium is primarily attributable to promptness in handling of commodities, together with the frequency of service which this company is enabled to maintain. Frequency of service has proven of essential importance, in particular with the handling of perishables destined

to eastern destinations served by the trans-continental lines.

Satisfactory service is contingent upon adequate facilities, and large investments have been made to take care of the steadily increasing freight business of this Company.

Since 1912 there has been invested in either freight facilities, or freight and passenger facilities combined, in excess of \$7,500,000, of which not less than \$2,000,000 has been for freight purposes exclusively, and of the balance representing joint facilities, more than one-half is for the handling of freight traffic. These figures do not include, however, new electric locomotives, new freight equipment, or new siding and other yard improvements now in progress.

There are now sixty-one freight agencies maintained on our system in addition to 300 non-agency freight stations, and there are in excess of



600 employees engaged exclusively in freight work, besides those whose duties are of a joint freight and passenger character.

For the year 1906 there were 3373 commercial carloads of freight handled over our lines. The volume of freight traffic gradually increased year by year and it was in 1916 when the number of commercial carloads handled reached the 100,000 mark. During 1921 there were 117,296 commercial carloads reported, and for the following year, 1922, this figure increased to 160,000 commercial carload shipments, the increase of 1922 over previous year representing approximately 36 per cent.

Out of the 608 miles of roadway operated, 488 miles are used in freight operation, the greater portion of which is joint with passenger traffic, having a single track mileage equivalent to 1116 miles.

That the Pacific Electric Railway Company is cognizant of the increased freight transportation needs is clearly reflected in its construction activities to provide adequate improvements so that our high standard of service may be continued to the shipping public.

#### SAFETY MEASURE INCLUDES ALL CO. AUTO VEHICLES

In addition to issuing instructions that Pacific Electric motorbuses stop at all railway grade crossings, Mr. Pontius last month enlarged the scope of this safety-first measure by including and making it compulsory that all automobiles and trucks belonging to the Company likewise stop at railroad intersections.

Bringing motorbuses to a full stop at all crossings is made mandatory by a new ruling of the Motor Vehicle Act, which provides that such vehicles, school buses and trucks carrying explosives shall bring vehicle to full stop before crossing at grade and railroad track. Stop must be made within not less than ten feet nor more than fifty feet and after stopping driver is required to listen and look in both directions.

In addition, the rear of all motor vehicles belonging to and operated by the Company are to be equipped with a small sign stating that "this vehicle makes full stop at all railroad crossings."

#### ECHOES FROM P. E. CHORUS

The Membership contest is creating lots of fun and enthusiasm, resulting in fifteen new members being added during September. The losing membership team will entertain the winners at a Halloween party October 29th. If you wish to get in with a lively bunch, join the P. E. Chorus.

The "Man Without a Country" is developing rapidly, and the chorus contemplates producing this splendid Cantata during Thanksgiving week.

The attendance during the past month has been exceptionally good.

## Some Gems Voiced by President Coolidge

*The following public utterances of President Calvin Coolidge, selected at random, will prove not only inspiring, but the vision and wisdom evidenced by them will give a clear insight to the calibre of the man who is directing the nation's affairs:*

**S**ELF-GOVERNMENT means self-support. Don't expect to build up the weak by pulling down the strong.

No person was ever honored for what he received. Honor has been the reward for what he gave.

All growth depends upon activity. Life is manifest only by action. There is no development physically or intellectually without effort, and effort means work.

The people cannot look to legislation generally for success. Industry, thrift, character, are not conferred by act of resolve. Government cannot relieve from toil. It can provide no substitute for the rewards of service.

Work is not a curse, it is the prerogative of intelligence, the only means to manhood, and the measure of civilization. Savages do not work. The growth of sentiment that despises work is an appeal from civilization to barbarism.

There is just one condition on which men can secure employment and a living, nourishing, profitable wage for whatever they contribute to that enterprise, be it labor or capital, and that condition is that someone make a profit by it. That is the sound basis for the distribution of wealth and the only one. It cannot be done by law, it cannot be done by public ownership, it cannot be done by socialism. When you deny the right to a profit you deny the right of a reward to thrift and industry.

#### WESTERN DIVISION NOTES By E. C. Brown

The Van Nuys stork recently made a visit to the home of Motorman James Arnold and now congratulations are being showered upon Mr. and Mrs. Arnold upon the arrival of a baby girl.

September 26th was a happy day for the writer and Mrs. Naomi Wolf, of Hollywood, who were on that date united in the holy bonds of matrimony. Through these columns we wish to thank our many friends for the beautiful gifts and kind wishes expressed.

Instructor Tom Groteau and Motormen F. Englehart and H. Gerlach have returned to duty after having spent some time on a hunting trip in San Fernando Valley.

A large crowd is expected at our get-together this month, it being the first one held since the meetings were discontinued during the summer. Many have been waiting patiently for this event and all are urged to be present to hear discussions of subjects of mutual interest.

Conductor M. V. Berger is on the job again after a vacation spent in San Francisco and Mr. S. Steinberg, our head card man in the Cashier's Office at Hill Street has returned from his sojourn of rest.

#### ACCOUNTING DEPT. NOTES By Don Goldsworthy

We are very glad to report that Miss Bettis, who has had a severe illness is now well on the road to recovery, last reports being that she was able to sit up.

Inventory time is here again and most of the boys from the Disbursements Bureau recently spent a day at the various stores ascertaining the correctness of the count.

Tom McKnight is back in the Disbursements Bureau, returning from the Store Department, where he has been for several months past.

Mr. F. E. Loucks recently returned from vacation, his time being spent on his ranch at Lankershim. He has painter's cramp.

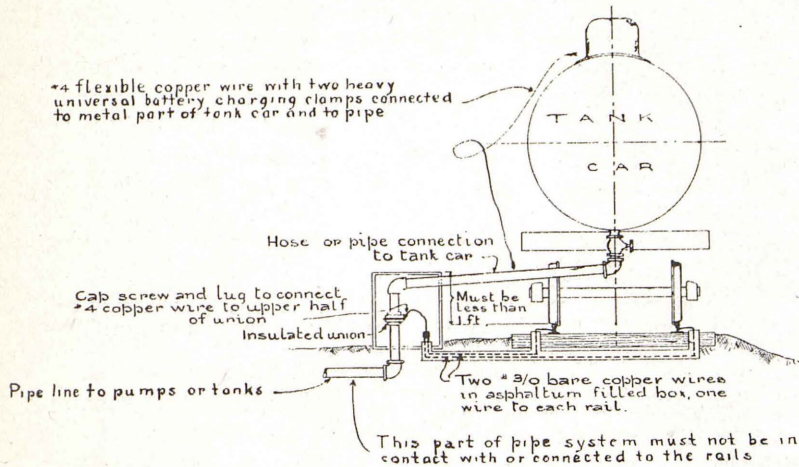
Mr. Knowles vacationed at Torrance. We understand he is interested in the oil and non-oil debate at Torrance and probably put his time in pro and coning this question.

A. F. Manhart and Harold Kuck also took a few more days of their annual two weeks.

Bill Stewart has received a promotion from schiparagraph operator, to Purchase Bill Register Clerk in the Disbursements Bureau.



# Safe Handling of Oil Products



Oil unloading spur, showing standard method of protection against sparking.

By E. W. COOK,  
Chief Electrical Inspector.

The presence of electrical current used in the movement of trains, together with the highly inflammable qualities of this cargo, necessitates the taking of extreme precautions, non-observance of which would likely result disastrously.

To the layman who is not acquainted with the existing hazards the accompanying story by Mr. Cook will be found very enlightening. To the trainman or other employee who may be following instructions without full knowledge as to why certain practices are necessary the article will prove again the truth of the old railroad axiom—"there's a reason behind every rule."

SINCE this article is intended to call attention to the hazards pertaining particularly to the handling of oil on electric railways, no comment need be made on the hazards existing elsewhere other than to mention the very apparent necessity of keeping open flame lamps, fires, lighted cigarettes, etc., at a safe distance. The additional hazards to be contended with on electric railways are due to the presence of the electricity required to move the trains.

Electrical sparks or arcs may cause fires or explosions in several ways; the most spectacular and violent, of course, being due to high voltage high power capacity wires making direct contact with a tank car.

A falling trolley wire, or the making of contact between trolley wire and tank car by the careless handling of tools, etc., will give a fair sample of the violent type of electrical arcing, which in most instances will be intense enough to ignite even the dried oil residue and dirt that collects on the outside of tank cars.

## Risks Always Present

The risk of falling trolleys or other high voltage wires must be accepted as long as overhead wires are used, but an effort is being made to reduce this risk while cars are standing on

side tracks or spurs by either not providing a trolley wire at all, or by installing a cut-out switch to de-energize the trolley at all times except when actually being used by a locomotive.

It is very important that these cut-out switches be thrown to leave the trolley "dead" when not in use. The natural resistance of the track rails to the flow of electricity through them causes a difference of potential or voltage between the rails and ground, which tends to cause electric currents to flow between the oil pipes and tank cars if contact is made between them.

Electrical sparks caused by the voltage between oil pipes and track rails have only a small fraction of the violence of sparks due to direct contact with the trolley wire, but they are easily ample to ignite the oil vapors when conditions are favorable. More or less oil spray and vapor always collects above the surface of the oil in the tank car and mixed with air, it forms an explosive gas that can be ignited by a small spark.

## Precautions Taken

Those who are familiar with the method of loading tank cars by the use of a pipe extending down through the dome opening can readily see how easily contact could be made between pipe and tank when adjusting the rather heavy oil pipes. Insulating flange unions have been installed in the loading and unloading pipes to prevent the flow of electric current with probable arcing between pipe and car when contact is being made or broken.

Under certain conditions, oil flowing through a pipe generates a "static charge" of electricity on the pipe and if sufficient to "jump" to the tank car, it may ignite the oil vapors. Metallic connections or bond wires connected between the insulated end of the oil pipes and tank car permit this "static

electricity" to be neutralized or dissipated without forming arcs.

A direct metallic connection between the track rails and oil pipe without insulating flange unions in the oil pipe, would prevent the building up of these static charges and would also prevent the existence of a difference in voltage between the pipe and tank car but this means of overcoming the hazards at the car is objectionable, because it greatly increases the amount of current that may flow along the oil pipe. As no definite knowledge can be had as to where it may go and the hazards it may create at distant points, all metallic connections or wire bonds between oil pipes and track rails, except to the insulated ends of loading or unloading pipes, should be avoided.

## Seasonal Hazards

Atmospheric electricity, or probably it is a "static charge" generated by air friction, seems to be collected by insulated objects during hot dry wind storms, and if sufficient to jump to the oil pipe, it may ignite the vapors.

Some tank cars are mounted on wooden sills which insulates the tank and allows a static charge to accumulate. With such cars a portable bond wire should be connected between the insulated end of the oil pipe and car. It is customary to equip gasoline tank, auto trucks, with a grounding chain to allow these static charges to escape before making connection to pipes for loading or unloading.

Extreme precautions are justified to guard against all kinds of electrical sparks, as no definite limit can be set as to when conditions are dangerous.

It is not possible to provide protection that cannot be incorrectly used or ignored by those whom it is intended to safeguard and it will always be necessary to depend upon that most effective of all safety measures, "carefulness," which seems to be regarded as obsolete by so many people.

## DIVISION SAFETY COMMITTEE MEMBERS ANNOUNCED

Notices have been mailed to the Trainmen noted below of their selection by Superintendents to serve on the Division Safety Committee during the months of October, November and December:

**Northern Division**—H. Clark, A. W. Callies, W. W. Montrose, Motormen; John Borger, F. Wilson, Conductors; J. A. Martin, Freight Conductor.

**Southern Division**—W. W. Pettitt, J. Gibson, L. Preston, Motormen; L. Goodman, R. W. Dewey, Conductors; F. J. Haag, Freight Conductor.

**Western Division**—A. S. Brumagin, C. C. Berry, E. Nixon, Motormen; A. F. Minor, A. Draper, Conductors; W. E. Steward, Freight Conductor.

Let no man turn aside, ever so slightly, from the broad path of honor on the plausible pretense that he is justified by the goodness of his end. All good ends can be worked out by good means.—Dickens.



# MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

Work on the eight new electric locomotives is progressing very nicely. One of the bodies, constructed by a local foundry company, has been received at Torrance and will be equipped and placed in service as quickly as possible.

Harry R. Clark, General Electrical and Air Brake Repair Foreman, has returned to work after his annual two weeks leave. A little physical culture certainly makes a man fit. Harry returns to work with a spring in his step, a sparkle in his eye and a fine new board fence around the rear of his Torrance home.

Officers' car No. 01 has had a general overhaul and was in the test room on the 27th for final test.

Mr. Oscar Breese, Trimming Foreman, is on a vacation trip to Eureka, Calif. Mr. Jim Clewett has charge during Oscar's absence.

Hidden away back in the end of the Paint Shop behind a canvas screen, we found Prof. Bobby Robbins, artist, busy with a pot of black paint and lining brush. Bobby paints signs and is behind that canvas screen for light reflection. Of course, being a recluse, he had no news. But he did have a pleasant welcome, so we went away repaid for the trip.

Friends of Miss Lola McElroy will be glad to know that her home in Berkeley was outside the fire area. Understand the north end of the block she lives in burned, but the south end was saved.

The new hollow chisel mortiser for the Cabinet Shop is on hand and has probably been installed ere this. This is an upto date machine and will be a material aid in cabinet shop work. Its purchase and installation was in charge of Jack Haughton, Assistant to Mechanical Superintendent.

Mr. Harry Pierce and Geo. Wheaton plan a hunting trip soon up Chochilla way. This is merely an advance notice for the natives there to hunt cover.

Toward the freight repair yard we noticed a large cloud of dust and hastened over to view the excitement, but there wasn't real excitement. It was just the every day rush of work in that department. And that's no josh either, for during the month of September to 8:00 A. M., of the 27th, the Torrance freight repair shop turned out 305 okhd freight cars. Count 'em, 305, or 11.7 cars per day. That's going some.

In this connection, we might state that up to 8:00 A. M., of Sept. 27th, the Torrance general shops turned out 56 cars during the month, divided as follows.

### General Overhauling

- 26 passenger cars
- 1 express car
- 1 service car
- 1 electric locomotive
- 1 P. E. Land Co. auto bus

### Miscellaneous Repairs\*

- 6 passenger cars
- 2 express cars
- 8 locomotives
- 6 service cars
- 2 auto buses
- 2 rebuilt flat cars
- \*Ten wrecks and one damaged by fire.

The Vista Highlands oil lease, known as the Hyde Lease at Torrance, participated in by P. E. employees, was brought in on the morning of the 19th, with a 2400-barrel flow of high gravity oil.

Mr. J. W. Haughton, of Mr. Geibel's office, had a very pleasant vacation visiting points of interest in Denver, El Paso, and the Grand Canyon.

## JUDGE'S IDEA OF AVOIDING GRADE CROSSING MISHAPS

Supreme Court Justice Charles C. Van Kirk of the state of New York has just pointed out in clear, unmistakable language in one of his opinions, how motorists can avoid railroad crossing accidents, with their inevitable death toll. In this opinion, Justice Van Kirk said: "The safe limit of speed in approaching a crossing is that speed at which the driver of an automobile—as he arrives at a point where he can see an on-coming train, when it is near enough to render crossing ahead dangerous—can stop his car if necessary before he reaches the track. It is futile to look when one cannot see. If he cannot see without stopping he must stop."

The opinion was in the case of James W. Horton versus the New York Central Railroad, in which a judgment obtained by the plaintiff was reversed and the complaint against the railroad company was dismissed.

Having distinctly pointed out that the automobile as a machine has no responsibility for accidents, the Justice, continuing his opinion, holds the driver to his responsibilities, saying:

"Having provided a disc sign and how and by whom it shall be placed, the statute in peremptory language provides, 'It shall be the duty of the driver of any vehicle using such a street or highway crossing to reduce speed to a safe limit upon passing such sign and to proceed cautiously and carefully with the vehicle under complete control.'"

"It is our view," continues the opinion, "that if the drivers of automobiles obey this statute to its letter and its intent, seldom if ever will injuries be suffered at grade crossings. The price of safety by obedience to this statute means no more than three or four seconds of time—a small price for a life; and in any event we believe the legislature was more interested in preserving life and limb than in preserving the right to recover damages for life and limb lost."

## COMPANY PLANS BUS SERVICE TO CITY OF GIRARD

Application was made early last month by this Company to the Board of Public Utilities of Los Angeles for permission to operate a bus line from Universal City to the City of Girard. This line, if approved by the Board, is planned to give transportation service to the rapidly growing City of Girard and contiguous territory. Schedule will be so arranged as to harmonize with San Fernando Valley trains enroute to Los Angeles.

Pending action of the Board, definite schedule has not been arranged, but it is contemplated to use three buses for this service, which it is planned to operate out Ventura Boulevard.

### WITNESSES PER ACCIDENT

The following statement shows number of accidents and number of witnesses per accident during month of August 1923.

Division	Number of Accidents		Average No. Witnesses per Accident		Accidents with No Witnesses							
	1922	1923	1922	1923	May	June	July	Aug.				
Northern	145	254	4.5	5.16	17	16	4	13				
Southern	172	264	4.9	4.43	34	37	6	24				
Western	229	358	5.2	5.18	33	19	11	21				
P. E. Land Co.	...	35	...	3.80	..	2	1	10				
System	546	911	4.86	4.64	84	74	22	68				
Division	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.
Northern	5.3	5.4	5.4	5.6	5.4	6.7	6.7	6.8	7.0	6.9	6.0	5.2
Southern	4.4	6.0	5.6	5.8	5.1	5.9	5.2	5.1	5.8	5.2	5.6	4.4
Western	4.2	5.5	5.7	5.0	5.2	5.7	5.5	5.8	5.9	5.7	6.2	5.2
P. E. Land Co.	...	...	...	...	...	...	...	...	...	3.0	3.9	3.8
System	4.6	5.6	5.5	5.4	5.2	5.7	5.8	5.9	6.2	5.8	5.4	4.6



## Public Appreciation Expressed

### *Service and Courtesy Bring Their Reward*

FOR the commendable manner in which he conducted himself under the direst circumstances, Conductor H. H. Young of the Western Division, recently received congratulations and warm praise from S. H. Anderson, Electrical Superintendent and O. P. Davis, Superintendent of the Southern Division. Mr. Young proved his ability to think and act quickly and intelligently when the line car on which he was working struck an oil truck at Cherry St., Long Beach. In the crash that followed the Motorman was injured.

Mr. Young protected his train, rendered aid and arranged for passing autoist to take injured Motorman to hospital, and then called Dispatcher and advised accident details. Observing that line car was on fire, Mr. Young continued his good work by boarding it and removing therefrom six coils of wire, each weighing 240-pounds, five sets of blocks and ropes, 800-feet of one inch rope, four cases of insulators, a five gallon can of gasoline and a coil of  $\frac{3}{4}$  inch rope. The value of materials saved from the fire by Mr. Young was approximately \$500. and the manner in which he acted under pressing conditions reflects much to his credit.

THE manager in which 1200 patrons were handled early last month in special cars from Long Beach to Hollywood to attend a performance of the "Covered Wagon" at the Egyptian Theatre drew warm words of praise from both Mr. Grauman and S. S. Conklin, Business Manager of the Long Beach Telegram.

The party, comprising one of the largest special movements ever handled, required eighteen cars and were transported from the beach city to Hollywood in rapid time, every precaution having been taken to see that the excursionists be given the best possible service. The party arrived in Hollywood to the minute planned, in ample time to witness the beginning of the performance.

Through the timely assistance of J. W. Knight, Mechanical Foreman at the Main Street Station and A. W. Hawes, a Mechanical Department employee at Long Beach, an unfortunate mechanical failure was corrected and what threatened for a time to make a complete failure of the return movement was thwarted after only a short delay. Answering a rush telephone call, Mr. Knight speeded from the Main Street Station in his automobile, arriving in Hollywood twenty minutes after being called. In the meantime, Mr. Hawes who happened to be among the excursionists, came to the rescue.

Despite the lack of working clothes, he got under the car and nearly had the repair completed when Mr. Knight arrived to assist him.

In spite of the delay which occurred, Mr. Conklin of the Long Beach Telegram, who aided the success of the excursion, wrote Mr. F. E. Billhardt of the Passenger Traffic Department, as follows: "I am writing to you at once to disabuse your mind of any notion that might be lingering that your patrons from Long Beach last night are up in arms over the unavoidable delay in returning the excursionists after the show. You gave us wonderful service and did everything that was humanly possible to make the party the success that it was."

THE following tribute to Safety Car Operator, Ben Hershey of the Third Street Line, Santa Monica, recently appeared in the Venice Evening Vanguard:

"Hundreds of Santa Monica people know the Pacific Electric railway company's Big Ben. He is one of the most popular residents of the Palisades though he has no home there. All day long he is there, nevertheless, on the Third street car. The

#### AUTHORITY LAUDS WORK OF RAILROADS UNDER PRIVATE CONTROL

*Worthy of consideration of all who favor Government operation of railroads are the recent remarks of Mark W. Potter, Interstate Commerce Commissioner, who is on record as having stated:*

**I**T MUST be recognized that the railways are making supreme effort, with much success, to meet the demands upon them. They are now more efficient than at any prior time in their history. With fewer men they have in recent months exceeded all prior achievements.

"They have been handling tonnage in record volume so efficiently that there has been scarcely a murmur of complaint and so smoothly that their marvelous performance is scarcely noticed.

"Already superior in public service to every other system of transportation in the world, they are headed for better work in which there is promise that railway problems will disappear."

Third street car without good-humored, happy Ben Hershey—not related to the chocolate bar of that name—would be a hateful thing to the people of Santa Monica. Ben has the broadest smile in Southern California. In everyone of his 26 years with the Pacific Electric it has seemed to grow a little broader and a little brighter.

"The people of the Palisades regard Ben as a fixture. He knows where everybody lives, knows the children by name and most of the dogs too, knows what time everybody starts for store or office or golf links and will stop anywhere that the law allows to accommodate his passengers. It's a pleasure to ride with Ben."

THAT the public is quick to recognize not only courteous treatment of passengers, but acts not strictly in line with duty of employee as well, is evidenced by the following commendatory letter from Mr. W. G. Robinson, Adjustment Manager of the Broadway Department Store:

"The writer commends you on having in your employ Conductor No. 294 (Mr. G. Foster, Northern Division), who leaves Pasadena at 6:50 a.m. to make connection with the Daylight Limited leaving Los Angeles.

"Several days ago when your Pasadena car reached Los Angeles there was more baggage than the Porter could handle. This Conductor, who is very courteous, took it upon himself to see that all passengers were properly taken care of and he even went to the extent of carrying all the over-flow baggage that the Porter could not handle.

"This kind of service is appreciated by your patrons and merits recognition."

#### EMPLOYEES IN HOSPITAL

At the time the Magazine went to press the following Pacific Electric employees were confined at the Pacific Hospital, 1329 So. Grand Avenue and their friends are welcome to call and offer sympathy and encouragement:

Chas. Poole, Lineman, and T. J. Johnson, Groundman, Electrical Dept.; S. F. Leininger, Conductor; Howard Welech, Motorman; W. H. Ivy, Brakeman; Thomas Silas, Janitor, Mechanical Dept.; Samuel Blassman, Car Runner; Mrs. Margaret Torrey, Alpine Tavern; T. S. Coates, Blacksmith, Mechanical Dept.; Cecilio Marcado and Rafael Rono, Laborers, Eng. Dept.

#### She Knew It

William—Are you sure your wife knows I'm going home to dinner with you?

Johnson—Knows! I should say so! Why, dear man, I argued with her about it this morning for half hour!

—L. A. Express.





### The Autooboo

I'm the original autofool,  
 A pesky sort of animool,  
 With ears as long as Baalam's Ass—  
 I sound no horn at an underpass.  
 Fifty per is slow for me,  
 No matter what the law may be,  
 I don't look out for the other fellow—  
 The chap who does is simply yellow,  
 I drive in the dark without my lights  
 And suddenly stop on the blackest  
 nights  
 I put on speed at all blind corners—  
 If a smashup comes, just page the  
 mourners.  
 I go my darndest around the curve  
 And pass some guy, to show my  
 nerve.  
 I hit it up on the slippery streets,  
 And step on the gas when it rains  
 in sheets.  
 I give no signal when I stop,  
 I don't respect the traffic cop.  
 I love my brilliant, dazzling lights,  
 I coast the hills on winter nights.  
 I scare the horses with my horn,  
 My muffle cutout roars at morn.  
 I pass to the left of a trolley car,  
 I never see a "road closed" bar.  
 I always drive on the street-car track,  
 I never signal when I back.  
 I love to speed where children play,  
 I always take the right of way.  
 I laugh when I graze a timid Rube—  
 For I'm a reckless Autooboo.  
 —Exchange.

### They Were Honeymooners

She had said something that distressed him and, seeing the look on his face she exclaimed, "Oh, my darling, I'm afraid I have hurt you."  
 "No, dearest," he replied gravely, "the hurt I feel is due to the fact that I know it hurts you to feel that you hurt me."  
 "Ah, no!" she said. "Do not let that hurt you for an instant. My hurt is because I know it hurts you to feel that I have hurt myself by hurting you."  
 "No, no my precious! My hurt is because you are hurt over feeling that I am hurt because you feel that you have hurt me and are therefore hurt yourself and—"  
 But let us leave them, dear reader. They will get over it in time.—Boston Transcript.

Courtesy is not mere politeness—it is character's corner-stone.

"He has what they call 'Pullman' teeth."  
 "How's that?"  
 "One upper and one lower."—Ex.  
 and pleasant event ever held by the

### A Different Man

Irate Housewife—Ain't you the same man I gave a mince pie to last Christmas?  
 Tramp (bitterly)—No, mum, I'm not, and wot's mo e the doctor says I never will be.—El Paso Herald.

### Yes, Yes, Indeed

Son: "Say pop, what do you call a man who drives an automobile?"  
 Father: "It all depends on how close he comes to me."

### A Good Shot

"I suppose your wife misses you a great deal?" inquired a lady of a commercial traveler.  
 "Well, no; for a woman, she has remarkably straight aim."

### Latest Figures on Carfare

In 196 cities in this country the fare exceeds 5 cents;  
 In 118 cities the fare exceeds 6 cents;  
 In 64 cities it exceeds 7 cents, and  
 In 34 cities the fare exceeds 8 cents.

### Or Any Other Maiden's

"So that's Mrs. Jones, is it? By the way, what was her maiden name?"  
 "Her maiden aim was to be married, of course."—Gargoyle.

### What, Tattooed?

Chicago ad: "Lost — Purse by a widow with initials on back."—Boston Transcript.

### OUR GARAGE

A boiler and a kettle-lid,  
 Some plates that Maggie broke and hid;  
 A chopping-block, a knuckle-bone,  
 A phonograph that doesn't phone;  
 Some lingerie that lingered long,  
 A mattress with the mat all gone;  
 A bustle out of grandma's trunk,  
 A rat-trap and some other junk;  
 A demijohn of faint bouquet,  
 (Sweet hundred-proof of yesterday);  
 The sticks and tail of Johnnie's kite,  
 A table lamp I dropped one night;  
 Tomato cans of Auld Lang Syne,  
 A rum-soaked foot of washing line,  
 One pair of pants (demobilized),  
 One garden hose (derubberized);  
 Gas fittings from a former auto;  
 One rocker, one canary-cage;  
 A niblick and a baseball bat,  
 A bedstead and a broken slat;  
 The box in which the rabbit died,  
 The bike that mother used to ride;  
 Of many things a sundry croo—  
 All but the car—that's in the shop.

Eve now enjoys the distinction of having been the bookkeeper because she introduced the loose leaf system.—Trollicar Topics.

### STREET RAILWAY STATISTICS

Statistics, which reveal the broadness of the electric railway industry in the United States, were recently announced by the American Railway Association.

From this statement we learn that the combined trackage of electric railways in this country amounts to 44,000 miles, their capital investment amounting to \$5,000,000,000. A total of 300,000 persons are employed and more than 14,000,000,000 passengers are carried annually, or ten times the number carried by the steam railroads of the country.

"Don't you know it's wrong to gamble on Sunday?"  
 "Yes, suh, Ah does," answered Rastus. "But believe me, Mistah Boss, I'se paying for mah sins."

Too Cool.—"Tell me," said the lady to the old soldier, "were you cool in battle?"  
 "Cool?" said he truthful veteran, "why I fairly shivered."—Christian Register (Boston).

"Invite us to your next Blow Out" is a sign used by an enterprising dealer in tires and inner tubes."

Mixing Matters. The justice of the peace in a town in Ohio, in pursuance of his duties, had to hear and judge the cases that were brought before him and also to perform occasional marriage ceremonies. He found it difficult to dis-associate the various functions of his office.

Everything had gone smoothly until he asked one bride: "Do you take this man to be your husband?"  
 The bride nodded emphatically.  
 "And you, accused," said the justice, turning to the bridegroom, "what have you to say in your defense?"

### Those We Love the Best

They say the world is round—and yet I often think it square;  
 So many little hurts we get  
 From corners here and there.  
 But there's one truth in life I've found  
 While journeying East and West—  
 The only fo ks we really wound  
 Are those we love the best.  
 We flatter those we scarcely know,  
 We please the fleeting guest,  
 And deal full many a thoughtless blow  
 To those we love the best.  
 —Author Unknown.

### Plenty of Company

A young man with a pretty but notoriously flirtatious fiancée wrote to a supposed rival. "I've been told that you have been seen kissing my girl. Come to my office at eleven on Friday. I want to have this matter out."  
 The rival answered, "I've received a copy of your circular and will be present at the meeting."

She that putteth the hand to the steering wheel and straightway taketh it away to powder her nose shall wake up in heaven or a hospital.



# LIVING UP TO A PROMISE

**W**HEN the V. A. Corrigan Company purchased the jewelry business of P. J. Flaherty & Co. at 631 So. Main St., Los Angeles, they established a certain standard of doing business, of which integrity has been the key-note.

We believe in sincerity, selling NEW merchandise only for cash or deferred payments at the factory established cash selling price.

We have maintained that standard! And again we repeat, that if there is anyone who has purchased a watch from us, had their watch repaired, in fact, have had any transactions with us whatsoever that has not been entirely satisfactory, it is not too late. We guarantee a satisfactory adjustment, and it is not "satisfactory" to us until you say so.

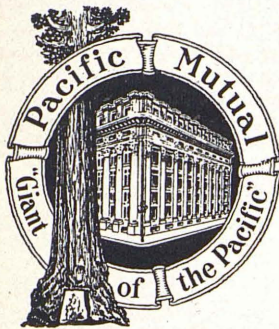
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J. V. Smith, 6th St. Terminal, Macy St. and Long Beach

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



**CONDENSED STATEMENT**  
**THE FARMERS & MERCHANTS NATIONAL BANK**  
**OF LOS ANGELES**

As Made to the Comptroller of the Currency  
 At Close of Business  
 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
		<b>\$47,855,552.06</b>

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	
		<b>\$47,855,552.06</b>

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

OFFICERS

J. A. GRAVES  
 President

T. E. NEWLIN  
 Vice-President  
 H. F. STEWART  
 Vice-President  
 V. H. ROSSETTI  
 Vice-President-Cashier  
 WM. LACY  
 Vice-President  
 J. M. HUTCHISON  
 Asst. Cashier  
 A. E. ELLIOTT  
 Asst. Cashier  
 G. H. NAEGELE  
 Asst. Cashier

E. L. POWELL  
 Asst. Cashier  
 C. L. HOGAN  
 Asst. Cashier  
 E. MADER  
 Asst. Cashier  
 FRED S. HILPERT  
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