



The Pacific Electric MAGAZINE



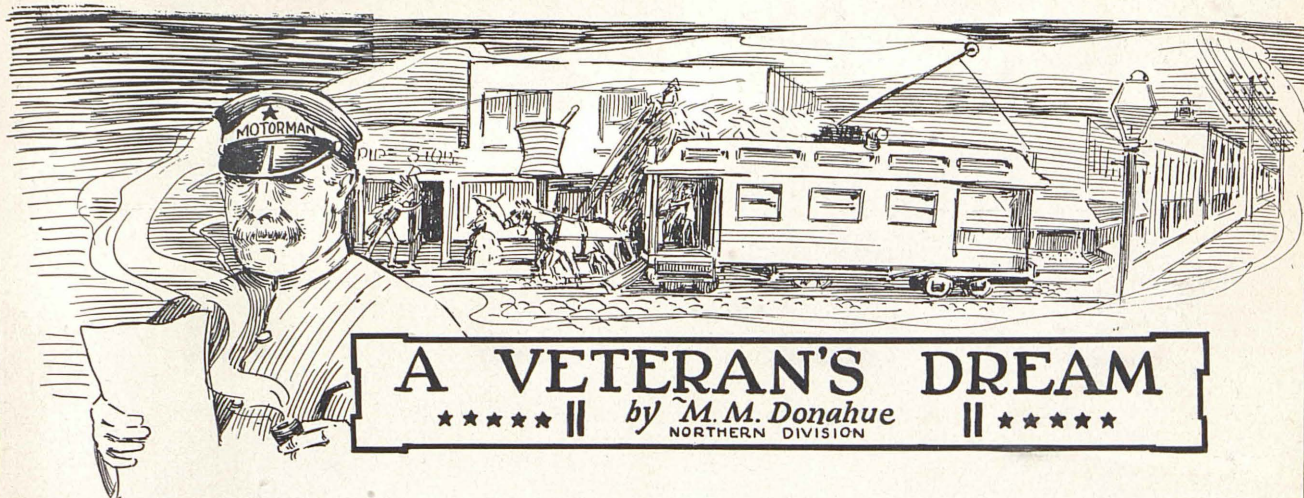
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 8

LOS ANGELES, CAL., SEPTEMBER 10, 1923

No. 4





A VETERAN'S DREAM

★★★★★ || by *M. M. Donahue*
NORTHERN DIVISION

HE HAD five gold stars and a couple of bars,
His head well shot with gray,
But his eyes held a light as clear and as
bright
As it was in the yesterday.

His thoughts went back o'er a well beaten track,
Milestoned by misty years
To old pals he once knew, each tried and true,
But now gone from this vale of tears.

HOW different then were the railroading men,
These kids—why they couldn't compare;
For the "vet" played the game and he honored the
name
And the blue he was proud to wear.

The world has been changed, many things dis-
arranged,
New methods replacing the old—
But whatever time brings, the old sentiment clings,
It is stamped upon hearts of gold.

HE WAS proud of his wife, his kids and home
life,
Yes, you're right—that's the old fashioned school,
He lived as he worked, not a duty was shirked
And he practiced the Golden Rule.

If old man "Hard Luck" in his neighborhood struck
He waved no flag of distress,
But dug down in his jeans to the best of his means
And helped others find happiness.

HIS, the grime, sweat and dirt—not a flashy silk
shirt,
On his feet were the good old brogan,
For these glistening shoes of various hues
Were unknown to a railroading man.

His watch was his prize—'twas of generous size,
Not a plaything the size of a dime.
And he didn't believe in rolling his sleeve
When he wanted to find the time.

HIS briar and clay drove troubles away
For a pipe was a pal to the clan,
And a vile cigarette to a railroading "vet"
Was the badge of a dissolute man.

He was proud of his "rep" as he kept up the step,
Sometimes for hours upon end.
With a smile on his face he finished the race
That many had failed to contend.

THUS, the old timer dreamed—like heaven it
seemed
To be back in that wonderful past,
For the future was dim—it held little for him,
And the present—well, that wouldn't last.

All too soon he, himself, would be laid on the shelf,
But when he "signs off" his last "run"
The great "Super" above in his infinite love,
Will say, "Faithful Servant—Well Done."

'Best Time Ever' Verdict of 1923 Reunion

This Year's Gathering Attended by Largest Crowd in History of Annual Family Event. Crowd Estimated at 15,000

IT CAN be said without qualification, that the 1923 Annual Picnic and Reunion held August 25th at Redondo Beach was the most joyous and pleasant event ever held by the Pacific Electric family of employees. This is a broad statement in view of the many other happy events held in years past, but we have heard it on all sides and it was likewise our own personal idea of this year's gathering.

We may be getting a bit sentimental as years pass by, and are inclined to contemplate this happy event as something more worthwhile than what is commonly labeled a "picnic." It has more significance; it brings together in a spirit of comradeship those with whom we have toiled, and helps to cement the strong bond of friendship formed in many instances through years of pleasant association.

These joyfests impress upon our minds the many tried and true friendships we have among those with whom we toil in a common cause. Many have perhaps made greater strides than ourselves, but the recognition they have achieved, and to which we aspire, has not molested their regard and affection, nor our own. But on with the story—you were getting sentimental.

Thanks to Committees

The weeks of preparation and planning by the various committees and others who worked so earnestly for the success and pleasure of this year's event was reflected in the smoothness with which the various amusements and contests were planned and handled. And right here let us go on record as extending the same sentiments of thankfulness as expressed by Mr. Vickrey elsewhere in the Magazine to all those who aided in making this event an unexcelled one. We are sure that their reward was ample in observing the happiness and listening to the merry laughter of the children alone. The pleasure the little ones alone derived would have justified double the effort put forth.

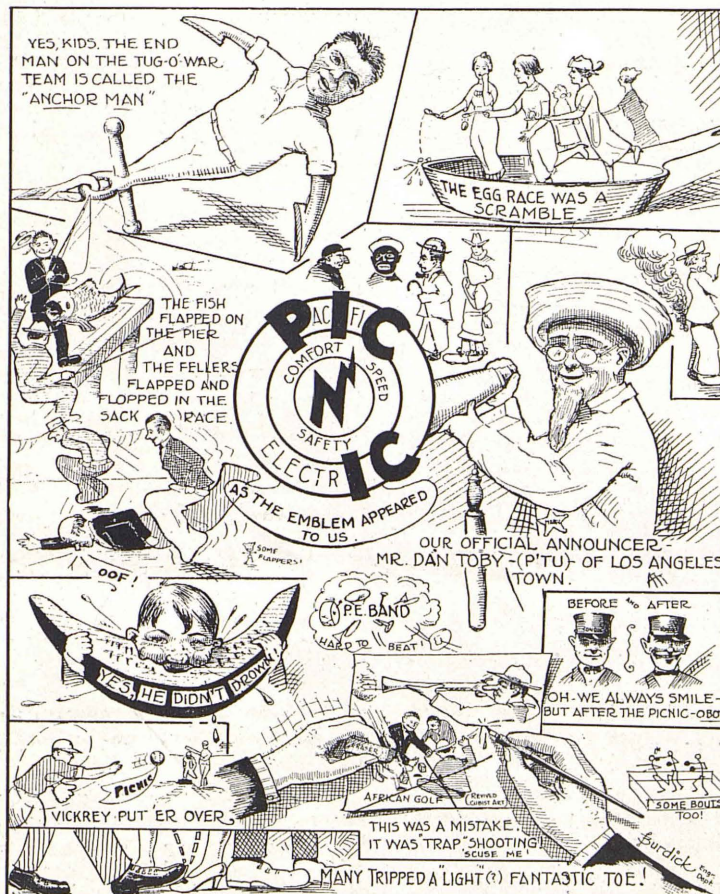
By 9:00 a. m. the gathering crowds began giving evidence that Redondo's population for the day was going to reach heights seldom exceeded. Early incoming trains, all of which were provided with extra equipment, were well loaded, predicating the large number of picknickers to follow in later hours. Upon leaving the trains, as in years past, the Information Bureau was conveniently located nearby. Here an able corps directed all to the various places of inquiry and supplied them with identification badges and amusement tickets.

One of the first events scheduled for the day was the ball game at the High School field, the contestants being the Mechanical Department and P. E. Club team. The Mechanical Department emerged the winner by

cade where tables neatly prepared and other provisions had been made for all to enjoy their well filled luncheon baskets. Tasty foods were made more enjoyable by excellent coffee and lemonade which flowed by the gallon. As showing the volume served, and which further substantiates the fact that the largest crowd ever to attend our annual gathering was present, it is interesting to note that 400 gallons of both lemonade and coffee was consumed, which is a larger amount than in any year previous. Two hundred pounds of coffee, four sacks of sugar and twelve boxes of lemons were used in preparing these drinks.

Sport Begins

After luncheon a program of sports and events, which lacked neither quantity nor quality, was begun and so varied were the amusements that one only had to consult the program to chose that which best fitted his fancy. As is usually the case, the largest gathering occurred on the El Paseo in front of the dance pavilion, where at 1:30 p. m., everything was in readiness for the varied program of sports and athletic events. Here took place races for the men, women and children, tug-of-war pie-eating contests, egg races and many other novel events were contested in a decidedly competitive manner by all. There was not a single dispute in the choice of winners by the Judges and the events were gotten under way with a minimum of delay. A half dozen funmakers in clownish attire furnished laughter and amusement to the immense crowd throughout the afternoon, during which all cares were cast aside and never a thought given to the more serious problems of the workaday. Athletic contests continued throughout the afternoon until early evening when several spirited boxing contests and wrestling matches were staged on an improvised ring directly in front of the dance pavilion. It was estimated that six



a score of 13 to 6. Details, being elsewhere available in the Magazine, will not be discussed here, other than to say that the Mechanical Department demonstrated their athletic prowess in several other important events. With the coming of midday all paths seemed to lead to luncheon ar-

thousand persons witnessed these events.

Amusement for All

For those who would find greater pleasure elsewhere than at the athletic events many other forms of amusement were available. The dance hall, with an augmented orchestra, attracted a filled floor both afternoon and evening; bathing in the plunge and surf appealed to the fancy of thousands of others; trap-shooting on the pier had hundreds of followers of the rifle shooting at the elusive clay pigeon; fishing parties trawled the depths and lovers of music were thrilled by our excellent chorus and band.

The winners of the various events, all of whom were awarded worthwhile cash prizes, are as follows:

Event No. 1—Preliminary Tug-of-war.

Transportation Department defeated the Electrical Department and the Mechanical Department defeated the Engineering Department.

Event No. 2—25 yard race for boys 8 years and under 12.

1st P. E. Whitmeir, 2nd Ray Nelson, 3rd A. Seaman, 4th J. Supple, 5th Geo. Noblar, 6th Edwin Feltz.

Event No. 3—50 yard race for boys over 8 and under 12.

1st Fred Schram, 2nd Walter Egar, 3rd Joe Neighbors, 4th Buster Hogan, 5th Al Jones, 6th Harold Hearn.

Event No. 4—75 yard race for boys over 12 and under 16.

1st Paul Whitmeir, 2nd Louis Downs, 3rd Roger Guelff.

Event No. 5—Obstacle Race for boys 12 years or under.

1st Hilmar Bernhardt, 2nd Fred Schram, 3rd Paul Whitmeir.

Event No. 6—Novelty Dressing Race for boys.

1st Fred Schram, 2nd Joe Neighbors, 3rd Hilmar Bernhardt.

Event No. 7—25 yard race for girls 8 years and under.

1st Helen Nolan, 2nd Violet Rufa, 3rd Hilda Johnson, 4th Doris Platt, 5th Mary Kearns, 6th Anna Bono.

Event No. 8—50 yard race for girls over 8 and under 12.

1st Jane Webb, 2nd Helen Kennedy, 3rd Alta Wilson, 4th Frances Birmingham, 5th Saterine Rufa, 6th Frances Kesje.

Event No. 9—75 yard race for girls over 12 and under 16.

1st Mary Wilson, 2nd Minnie Davis, 3rd Ethel Brockmiller.

Event No. 10—75 yard race for ladies over 16 years of age.

1st Mary Burton, 2nd Edna Griffith, 3rd Josie Bonnell.

Event No. 11—400-yard relay race, each man to run 100 yards.

1st Tom Lloy, 2nd Wm. Reynolds and Jas. Snger divided.

Event No. 12—Three-legged race for men over 20 years, 75 yards.

1st Tom Lloy and Chas. Allen. 2nd Chas. Johnson and Harold Carey.

Event No. 13—Sack race for men over 20 years of age, 75 yards.

THANKS EXPRESSED TO PICNIC WORKERS

EXPRESSION of his sincere appreciation is requested through the columns of the Magazine by N. B. Vickrey to the many committeemen and other employees who worked diligently both before and on Picnic Day for the success of our annual family gathering.

In his letter of thanks, Mr. Vickrey pointed out the tremendous amount of detail incident to caring for the pleasure, comfort and safety of those in attendance. "To these workers," writes Mr. Vickrey, "all of whom performed their various tasks so generously and well, goes the bulk of the credit for the success of the outing.

"I wish to express my earnest appreciation for the hearty cooperation received from all and in this am sure that everyone in attendance joins me."

1st Jas. Donahue, 2nd Wilson Grazier.

Event No. 15—Sack race for boys under 20 years of age, 75 yards.

1st Ray Nelson, 2nd Jack Kaefer.

Event No. 15—100 yard race for fat men, weight 200 pounds and over.

1st Mark Ebersoll.

Event No. 16—120 yard hurdle race, four hurdles 2 ft. high every 30 yards.

1st Harold Carey, 2nd Ben Stein.

Event No. 17—Free-for-all race 100 yards for men.

1st Tom Lloy, 2nd Harold Mattison.

Event No. 18—Novelty Egg and Spoon Race for ladies over 16.

1st Mrs. J. P. Eyer, 2nd Mrs. C. R. Johnson, 3rd Miss Mary Wilson.

Event No. 19—Watermelon eating contest for boys and girls.

1st Wm. Moutter, 2nd Buddy Robinson.

Event No. 20—Pie eating contest for boys and girls.

1st Alice Strawmitz, 2nd Elizabeth Rose, 3rd Mary Dease, 4th Dorothy Bodema.

Event No. 21—Marshmallow eating contest for boys and girls.

No decision.

Event No. 22—Balloon blowing contest for boys and girls.

No decision.

Event No. 23—Employee with largest family in attendance.

This contest was a draw between Andrew Mramor with a wife and seven children and R. E. Faskett with family of same size.

Event No. 24—Final event, tug-of-war contest.

Mechanical Department defeated the Transportation Department.

The Prize Waltz was won by Mrs. J. L. Smale and Mr. Wm. Bonser.

There were no decisions in the Boxing Contests. The first bout was between Lee Crooks and Kid Burns.

The second bout was between Kid Mendes and Kid Briskoff.

In the first wrestling contest Edwin J. Rieber won a decision over Herman Shafer, and in the second Johnny Huemerich defeated R. E. Purcell in the second fall.

We could go on and enumerate many other details in substantiating our claim that this year's picnic was our banner event but space will not permit in our little Magazine. Throughout the day all joined in the festivities of the day all joined in the festivities in a manner that bespoke of their pleasure and the tired, but happy little faces of the children as they wended their way homeward, proved what we felt was ending—"a perfect day."

E. E. MORRIS, ATTORNEY, RETURNS TO COMPANY

A familiar and most welcome face in the Legal Department is seen in the person of E. E. Morris, former attorney for the Company for many years. Mr. Morris, his host of friends will be glad to know, came back into the fold on September 1st, after having labored in other fields since May, 1920.

Upon severing his connection here, he became engaged in the oil business and practice of law in Oklahoma. After several years there he returned, as they most frequently do, to Southern California. During the recent controversy over the unmerging of the Southern Pacific-Central properties, Mr. Morris was chosen as a representative of the coast shippers' cause and rendered valiant service in that capacity. Following the happy settlement of that question, he engaged in private practice until again taking up duties with our Company.

We gladly welcome him again among us.

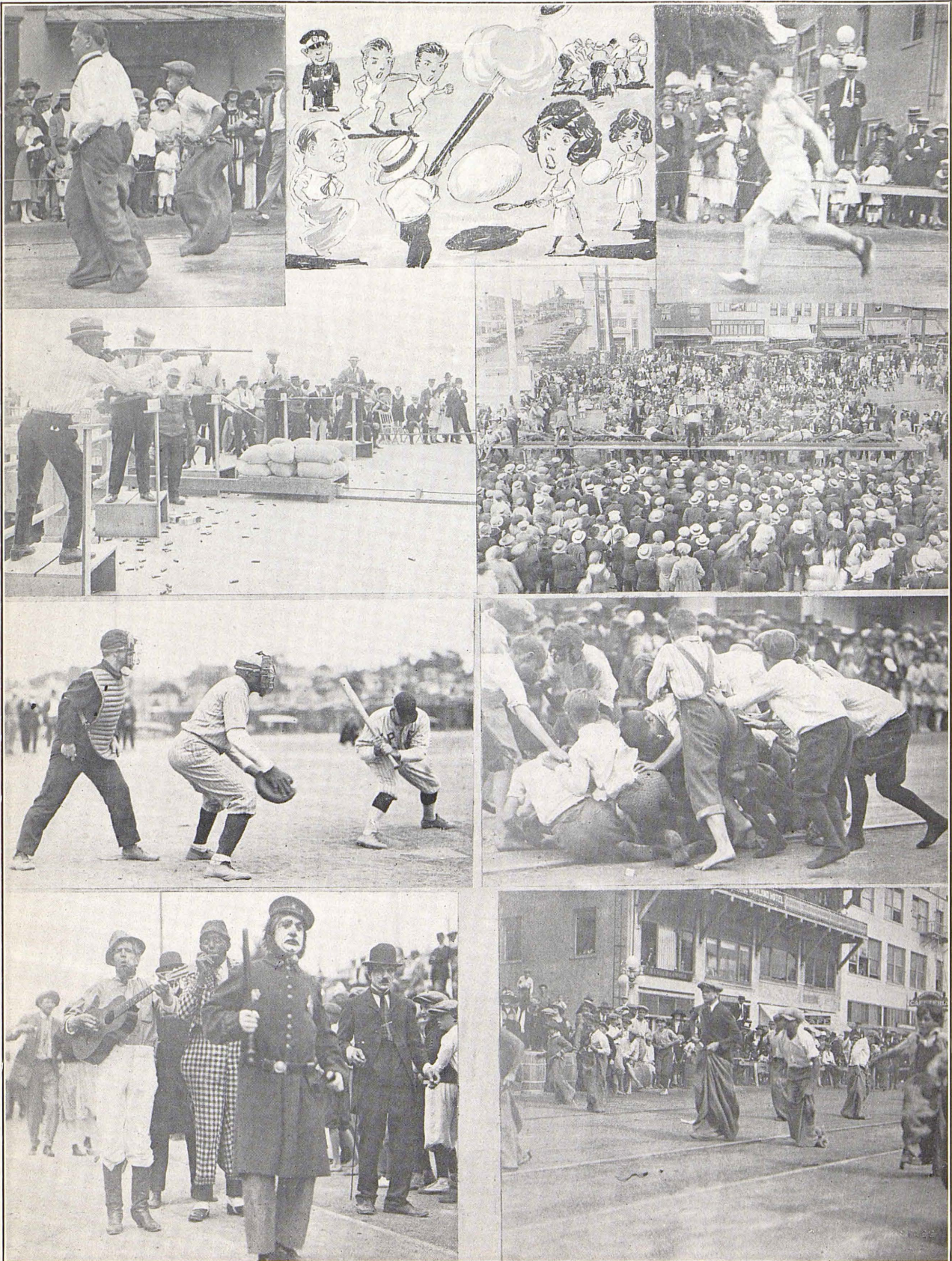
ENGINEERING DEPT. NOTES By A. J. Guercio

Mr. James Lee, Signal Maintainer at the 6th and Main Station died suddenly while at his post of duty on August 6th. In his passing the Engineering Department has lost one of its faithful employees. He entered our service in December, 1919. Heartfelt sympathy is extended to the family and relatives of Mr. Lee.

Mr. and Mrs. R. A. Wilhite, J. W. Lee, W. D. Lee, C. F. Rockoff and families wish to acknowledge with sincere thanks the kind expression of sympathy extended to them in the late sorrow which came to them on the death of Mr. James Lee.

B. F. "Junior" made his appearance in the Manley household at Bell on Friday, August 24th. The youngster is doing fine and will soon have his application submitted for membership in the P. E. Rod and Gun Club. B. F. "Sr." with his chest well expanded, passed out the customary "Chancellor 10."

WHAT THE CAMERA SAW AT ANNUAL JOYFEST



The above views are a picture story of only some of the pleasures that were witnessed and enjoyed by all who attended the last annual employees' classic.

DO YOU KNOW THE ORIGIN OF SEPTEMBER'S HOLIDAYS?

The following historical information will prove enlightening to employees concerning the origin of September's two welcome holidays, many details of which may not be familiarly known:

Admission Day

Shortly after his inauguration on Mar. 5, 1849, President Taylor sent Thomas Butler King, a member of Congress from Georgia, with important instructions and dispatches to the people of the California territory. In them the President told of his readiness to assist Californians in adopting measures calculated to bring about prosperity, peace and happiness, and that he would protect and defend them in the formation of any Government, republican in character, submitted to Congress which was of their deliberate choice.

Admission as a State to the Union was not accomplished without bitter opposition, as at the time application was made the Union was composed of thirty states, half of which were free and half slaves states. California's admission as a free state would give greater representation in Congress to states thus pledged, hence the opposition encountered from the fifteen slave states.

After being brought up and opposed time and again, the bill introduced to admit California into the Union was read a third time on August 13, 1850 and passed the Senate by a vote of 34 to 18. In the House of Representatives it was read twice and committed. On Sept. 7th it came up for passage. Many efforts were made to hamper or defeat it. However, upon being read a third time it was passed by 150 ayes to 56 noes.

President Taylor died on July 9th and Vice President Millard Fillmore succeeded to the Presidency the following day. The California bill went to President Fillmore and on September 9, 1850, he approved and signed it, thus making California the 31st state in the Union.

At the time California was admitted to the Union its population was 26,000, only 8,000 of which were American immigrants from other states. The last Government census (1920) gave California a population of 3,426,000.

Labor Day

In order to give the day chosen by Labor equal honor with the birthday of the Nation, the birthday of George Washington, and other holidays, Congress in 1894 passed a law making the first Monday in September a legal public holiday, or national holiday in the same sense that Christmas, New Years, Washington's Birthday and the Fourth of July were already national holidays.

The law has now been made a legal holiday, in almost every state of the Nation.

A RESPECTFUL TRIBUTE TO WARREN G. HARDING

AS A mark of respect and in the memory of President Harding, who was laid to his final rest on August 10th, all Pacific Electric cars and trains joined in the nation-wide tribute to our President by the railroads in bringing all equipment to a complete standstill from 1:00 to 1:05 p.m.

Bulletins to all concerned were issued stating that during this five minute period the power would be shut off, arrangements having been previously made with the Edison Company to plan accordingly. When power was restored to lines all inbound cars started immediately, while outbound movements were instructed to stand still an additional minute, in order that the distribution of current might be more equally divided.

The stopping of the entire transportation machine of the country for a five minute period involves many serious operating problems and is a mark of reverence that has been bestowed only on the rarest occasions. The death of Mr. E. H. Harri-man was the only previous instance when all cars and trains of the Pacific Electric Railway were brought to a five minute standstill simultaneously.

PLEASING YOUR BOSS

The following article appeared in the Los Angeles Evening Herald of August 8th. The sentiment expressed therein is of such value that it was not thought amiss to give it a re-run in this Magazine.

"Most any intelligent employe is likely to have opinions about the way his work should be done, yet the man in charge may look at the matter from another angle entirely. It is well for the worker to remember that it is unwise to seek to advise his superior as to how the business should be managed, unless such advice is asked for.

"The employer pays his workers to do what he wants done, in the way he wants it performed. If this is entered into with spirit and real interest by the employe, so that none can rightfully accuse the latter of slighting duty, the man in charge will be pleased and there will be real harmony and co-operation all around.

"When the job is tackled with the idea of doing it right, the day will pass more quickly and there will be less fatigue than when the employe attempts to set up his judgement against that of the boss.

"It is the duty of the worker to learn the minutest details of the department in which employment is had, in an honest effort to make it dovetail perfectly with all other departments, so as to bring out a completed product which is pleasing and desirable.

"It should never be forgotten, however, that the employer pays for the service rendered, and he is entitled to the very best effort that can be given, along the lines desired. You would require it if you were in his place."

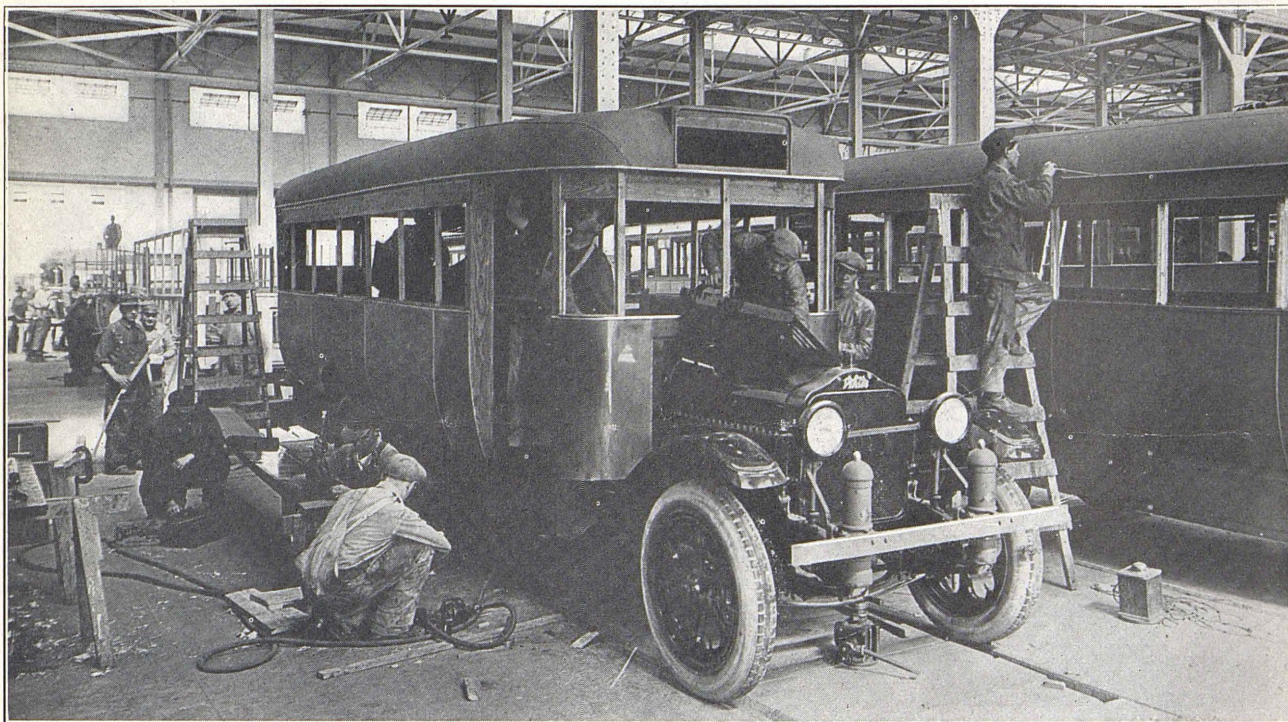
PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JULY, 1923

Passenger Revenues	\$1,331,738.73
Freight and Switching Revenue	581,278.19
Other Revenue	53,394.36
Total Railway Operating Income	\$1,859,622.56
Total Railway Operating Expenses:	
Wages	\$887,788.82
Other Charges	427,447.77
Transportation for Investment—Credit	3,520.41
Revenue, Less Operating Expenses	547,906.38
Depreciation	11,506.60
Taxes assignable to Railway Operations	86,166.67
Total Depreciation and Taxes	97,673.27
Revenue, Less Operating Expenses, Depreciation and Taxes.....	450,233.11
Non-Operating Income	75,141.96
Net Revenue	525,375.07
Interest on Bonds and other Debt	331,938.50
Rents and Miscellaneous Income Deductions	108,813.09
Total Deductions	440,751.59
Net Income for month	84,623.48
Net Income for seven months	389,642.55

Los Angeles, Calif., Aug. 28, 1923.

L. A. LOVELL, Auditor.

SHOPS PROVE EFFICIENT BUS BODY BUILDERS



An average of six bus bodies a week is the excellent record made by our forces, who turned out each complete body in a manner that would have reflected credit to a shop specializing in that class of work.

By F. E. GEIBEL,
Asst. Mechanical Superintendent

OUR records reveal that with the close of August the Torrance Shops completed the construction of sixty-two bus bodies. When consideration is given the fact that very little of the material is common to car work and that the work was new to most of our men, the securing of materials and the organizing of our forces for a maximum production of six buses per week is an accomplishment of which the shops can be justly proud.

To give an idea of the capacity of the chassis, it is well to state that the engine compares in size to a five ton truck and the rear end is of two ton capacity. Ample power is required on account of the frequent starting in bus service. High speed is not desirable, nor necessary, and the gear ratio is so proportioned that with normal engine speed we get a maximum bus speed of 25-miles per hour in direct, which is third speed. A fourth over speed is provided giving a maximum of 35 miles per hour, but this is seldom used in our service. The chassis are equipped with self-starters, complete electric systems, and front air springs. When received, the chassis are sent to the machine shop where an extension is put on the rear end and the rear bumper is applied. After being sprayed with our standard color the chassis is then ready for the bodies.

The design of the bodies used was worked out after a very careful study

of two general types of construction, the steel frame and wood frame types. The former is an adaptation of the light safety car construction and has just recently been developed. The wood frame is a development of the old coaches and the construction embodies the established principles of the coach builders. The floor frame is of oak with members proportioned to properly distribute the load to the chassis body supports. The upper framing and top bows are of well seasoned ash. The body sides are of a new type of material, being built up of three thicknesses of wood and one of metal glued together to make a solid panel one quarter inch thick. This plymetal, as it is called, is a manufactured product and comes in standard sizes. It is easily bent to the curvature of the body framing where the curvature is only one way. On the rear corners and the small front panels standard auto-body metal is used, being hammered to shape. The roof slats are spruce and are covered with sheeting and cotton batting before the canvas covering is applied. The interior is standard with our cars and the upholstery is genuine leather. The standard seats are a manufactured product, but the rear seats and backs are made up in our shops to conform to the shape of the body.

The preliminary work on the bodies is all done in the drafting room.

After the general design has been worked out, the bill of material is made up and requisitions are placed on the Store Department. Pending receipt of material, working sketches of the various parts are furnished the mill, cabinet, tin, blacksmith, machine and upholstery shops and assembly drawings are furnished the carpenter shop where the bodies are assembled. The mill gets out templates for every piece of the wood framing and the dimensions are all verified for correct fit. The cabinet shop makes ready the forms upon which are shaped the top bows and top rails. These members are not sawed to shape, but are steamed and bent to desired shape. Other shops have made necessary patterns or templates for parts to be made by them. Upon receipt of material all shops are now in a position to get into full production.

The mill begins by producing the framing, finishing up all pieces by machinery to a point where there is a minimum of hand fitting to be done in the assembling. This material is put through the mill in lots of ten buses. This is in sufficient quantities to economically handle through the machines and at the same time put through the mill unusual amount of car materials and building materials called for at this time.

Work is Varied

With the mill work complete on the first lot, erection begins in the

carpenter shop. Forms are made to hold the floor framing, as assembling on frames provides a means of rapid assembly and uniform results. With the erection of the side and end framing the bus is ready for the top. The tops are framed complete in the cabinet shop on a special form and passed over to the upholstering shop for covering. The completed top is then ready for application to the body framing. In the meantime the blacksmith and machine shops have completed the body irons. The ironing off of the body is of great importance to produce a durable body. The tin shop has completed shaping the corner panels and other metal parts. With all the paneling applied, the body is mounted on chassis. By this time, the painters have been busy and the body has received several of the under coats of paint.

Before going to the paint shop, the doors made up in the cabinet shop are fitted and the steps and mud guards applied. The body is wired for lights and the head lining is installed, so that all cutting and fitting is completed before the finishing coats of paint are applied. The mounted bus is now sent to the paint shop.

In the paint shop will be found six to eight busses in the various stages of painting. The first coats applied in the carpenter shop, reduces the total time in paint shop two or three days. After the surface has been brought up and the color coats applied the bus is given two coats of finishing varnish. By this time the special seats and curtains have been finished by the upholstering shop and the bus is fitted up by the trimming force. The lights and signals are completed by the wiring shop and the bus is ready for service in ten to eleven days after the frame is started in the carpenter shop.

Co-operation Did It

To the whole-hearted support and co-operation of the Purchasing and Stores Departments goes much of the credit for the rapidity with which the shops have completed the large number of bus bodies turned out to date. To have been delayed in the receipt of only a few items of material would have been a severe set back to production program. The promptness with which all of the varied material and equipment was received accounts in a large measure for the results accomplished. In fact, as is always the case in any worthwhile achievement, co-operation from all concerned was the keynote of success.

EMPLOYEES IN HOSPITAL

Friends are welcome and urged to call and offer a word of cheer to the following Pacific Electric employees who, at the time the Magazine goes to press, were confined at the Pacific Hospital, 1329 So. Grand Avenue:

Elmer Molmberg, Lineman; Samuel Blassman, Car Runner; L. E. Guyette, Switchman Northern Division; T. S. Coates, Blacksmith, Mechanical Department; A. N. Ivy, Conductor, Northern Division; Roy Soule, Brakeman, Southern Division.

TIMELY TOPICS FOR TRAINMEN

MOTORMEN will be given an insight to the necessity of speed restrictions and the advisability of observing them to the letter by thoroughly digesting many excellent thoughts on this subject in the accompanying statement by A. F. Pabst, Asst. Foreman, Macy Street:

"On the inside of the time table cover, under special instructions, is a list called 'speed restrictions.' Necessarily, there are quite a number of such restrictions, but they cover a large expanse of territory, over which there is a great volume of traffic.

"Did you ever drive a machine out for a long trip in the country, upon strange roads, seeing new scenery all along and suddenly be confronted with a railroad crossing? How many of you stopped? I'll venture to say, none. But quite a few of you slowed down long enough to see that a train was not within striking distance. Then you started across, too late to stop if a train had been approaching. Now if that train is coming at 50 miles per hour, the speed is such that it allows you very short time to clear the track. While if it slows down to 20 or 30 miles per hour, it gives you more time to cross ahead and can be brought to stop more quickly.

"I do not say that it is the correct thing to cross ahead of any train, for it is not, but when that is exactly what a good many autoists are doing every day, then it is best to have speed restrictions on certain main boulevards. Most autoist's will not cross, if a train is approaching with-

in certain limits, regardless of the speed of the train. While if the train is approaching beyond these limits, they will cross, not knowing if the speed of the train be 25 or 50 miles per hour.

A GREAT many errors continue to come to light where conductors refuse to honor tickets reading via Southern Pacific Company, on which passengers are entitled to transportation on Pacific Electric cars," points out C. E. Morlan, Traveling Passenger Agent of the Northern Division.

"The majority of these cases are the result of passengers failing to secure from Southern Pacific Conductor, the usual Conductor's Exchange Ticket for use between points on the Pacific Electric, and coupons of original ticket are presented reading to destinations on the lines of this Company. In such cases these tickets should be honored, as it is possible to detach coupon for your collection, which would in no way deprive passenger of transportation beyond Pacific Electric lines. Some Conductors with many years of service have recently made the error referred to above.

"Instructions carried on original Page 4-C of Local Passenger Tariff No. 817 should therefore be studied by all Conductors not entirely familiar with the handling of tickets issued by other lines. Let's not cause a passenger any inconvenience that can be avoided, particularly where an error has been made, for which the passenger is not responsible."

ATENTION of Conductors of the Southern Division is called to the following items by M. C. Brucker, Traveling Passenger Agent:

"A number of Conductors on the Southern Division have failed to note that fares between Seal Beach and Vista del Mar and points North thereof apply at option of passenger, via Alamitos Heights on the Newport Line; or via Long Beach, transferring passengers to and from Seal Beach Line at Third Street and American Avenue, Long Beach.

"For example, passenger boards Long Beach train at Watts and desires to purchase round trip ticket to Seal Beach. Conductor should collect 75c, issue Triplex Form S. D. T. 1, delivering going and return portion to passenger, properly punched.

"Wish also to call attention to the fact that Return Coupons of Wilmington Transportation Company ticket, which read "Wilmington to Los Angeles via Pacific Electric Railway Company will be honored from Long Beach to Los Angeles at option of passenger. Passengers desiring to avail themselves of this privilege will in all cases be required to pay additional one way fare from Wilmington to Long Beach."

MORTUARY FUND PAID WITHIN 48 HOURS

APPECIATION for the promptness with which Mortuary Fund payment was made to Mrs. O. M. Dav's through the recent death of her husband, W. H. Davis, Watchman at Torrance Shops, was received in a letter addressed to N. B. Vickrey, Manager of the Pacific Electric Club. Mrs. Davis received a check in the amount of \$825.50 within less than 48 hours after the passing of Mr. Davis.

Prompt payment to beneficiaries is one of the decided benefits which families of deceased employees who are members of the Mortuary Fund receive and payment is invariably made with a minimum delay. With death frequently comes the necessity of ready cash to cover many incidental expenses. By paying the benefit promptly embarrassment is avoided and the deceased family is supplied with necessary funds to meet obligations in their hours of sorrow.

UNIFORM DEPARTMENT INCENTIVE TO TIDINESS



The Uniform Department of our Company supplies to trainmen more than 2,500 suits annually at cost; caps and other paraphernalia are also furnished to Transportation Department employees. Through the large volume purchased a tidy saving to Trainmen is affected.

Left, Mr. Hart, head of our Uniform Department, fitting A. Jensen, conductor on Sierra Vista line, with new uniform. Below is shown Peter Sarkis and Oliver Boyd, tailors.



THROUGH the operation of the uniform department Trainmen are enabled to clothe themselves much more cheaply than is possible with other employees who come in contact with the public. In the operation of this department profit, of course, is not sought, it being the aim of the management to obtain and supply to trainmen good quality uniforms at the lowest possible level. In fact, if all items of expense were considered it would develop that this service is furnished at a slight loss to the company.

In addition to affecting a neat saving to men engaged in train service, operation of this department enables trainmen to maintain a better standard of personal appearance. It is a well known fact that the traveling public forms its opinion of the Company largely through its dealing with employees with whom they come in contact, hence the rule that trainmen be as neat in appearance as the nature of their work permits.

This department was organized in January, 1919, and through the large volume of suits handled it is conservatively estimated that the net saving ranges from \$15.00 to \$17.50 per uniform. The present price of \$27.50 is made possible solely through the fact that the Company agrees to purchase a minimum of 2,500 suits per year. L. C. Hart, Manager of the department, states that a suit of the quality now furnished could not be purchased for less than from \$42.50 to \$45.00.

The uniforms supplied by the Company are of excellent quality and specially designed to fill the requirements of the work in which trainmen are engaged. The material used is known as "Wanscott" serge, seats are reinforced and pockets and sleeves are made durable by leather reinforce-



ment. The uniforms are available to trainmen on the monthly purchase plan, three payments of equal monthly amounts being deducted from pay check. The price of suit includes any necessary alterations that may be necessary. Extra trousers at \$9.00 or coat and vest at \$18.50 may be purchased separately when desired.

In addition to uniforms trainmen are now supplied with an excellent ventilated cap at \$2.50, which on account of the large number purchased makes this low price possible. Previous to handling caps trainmen were required to pay from \$3.50 to \$4.00 for this article. Trip sheet holders and changers are also supplied at the low cost price of \$1.50 and \$2.50 respectively.

Trainmen will be interested to know that Mr. Hart soon expects the delivery of a consignment of cravenette rain coats which may be purchased at \$8.50 each. This coat is of excellent quality and retails regularly at approximately \$15.00.

Mr. Hart has been in charge of this department since its organization in 1919 and with the aid of his assistants, Messrs. Peter Sarkis and Oliver Boyd, the business of the department has been conducted in a most able and efficient manner.

She—"What would you call a man who hid behind a woman's skirt?"

He—"Well—in this day and age—I'd say 'magician.'"

SOUTHERN DIVISION NOTES

By F. J. Oriva.

Conductor B. E. Wasserman's diversion while on his vacation is carpentering. He is building a five-room house at Balboa Beach so he can be near the ocean and see the mermaids making up the oyster beds.

Two of our men have hit the trail for Chicago and vicinity where a vacation of thirty days will be spent. They are Station Master W. Walley and Motorman L. J. Lockwood of the San Pedro Line.

After an absence of about two years, C. A. Newman has returned to work in the Dispatcher's office. He has many friends who welcome his return.

Motorman J. J. Chriss is slowly recovering from injuries received when his car collided with a motor truck at Long Beach recently.

Assistant Trainmaster S. H. Cox spent his vacation fishing at San Clemente Island. He reports a very enjoyable time and many good catches.

"How many times do I have to tell you, Bobby, that one must keep his eyes closed during prayer?"

"Yes, mama, how do you know I don't?"—Sun Dodger.

Public Appreciation Expressed *Service and Courtesy Bring Their Reward*

HOW quick thinking and action on the part of Motorman J. S. Newman of the Northern Division avoided a very serious accident was recently related in a letter from Traffic Officer E. L. Johnson who directs traffic at Fifth and Main Streets. To Motorman Newman's ability to grasp quickly the situation and act in a flash Officer Johnson attributes the avoidance of an accident which would have probably resulted fatally. The following excerpts are from Mr. Johnson's commendatory letter:

"Motorman Newman's three car train was headed south on Main Street at Fifth. The signals said 'Go' and he started his train. Two L. A. Railway cars, close together, were headed north on Main across Fifth Street. All of a sudden a delivery wagon started to turn from north on Main to west on Fifth. I motioned driver to stop, pointing toward the three-car train. The driver speeded up, but could not clear tracks account of other autos going south on Main.

"How your Motorman stopped the train is a miracle, but he brought it under control and only scratched the fender of reckless driver's car. Several witnesses commended the Motorman for his quick and thoughtful action. Myself as well as others would probably have received serious injury if this man had not been on the job and I would appreciate his receiving commendation due him."

THAT C. W. Herold, Motorman of the Southern Division, possesses many excellent qualifications in the handling of his train is evidenced by the following pithy remarks addressed the management by Dr. Malcolm Lloyd of Long Beach:

"I want to tell you of Motorman No. 1335 (C. W. Herold). He is an artist. He demonstrates that the personal equation is the essential. His trains are on time. He starts his cars imperceptibly. You are not half jostled out of your seats and his train comes to a standstill quietly and easily. Would you had more like him.

"I hope this will be something to his advantage because efficiency deserves recognition."

PRAISE for the general efficiency and pleasantness of Conductor Louis E. Neal, Pasadena Short Line, was recently addressed the general offices by Horace W. Cutler, Business Manager of "World Traders." Mr. Cutler writes:

"Whenever a conductor stands out as being unusually polite and accommodating to passengers, it seems to me just as important to report him as when lack of courtesy is shown by

some. I often have wondered who this man is and lately ascertained that his name is Louis B. Neal, who wore a conductor's cap on the Pasadena short line with No. 250 on it.

"He has a very pleasant approach to passengers in demanding their tickets and in answering questions put to him and I know that I am one of many who have spoken very highly of the way this man conducts his passengers. He has inborn in him the qualities that go to make a man who should rise high in the service of the company by which he is employed.

"I would thank you for bringing this matter to the attention of the proper officials, in order that they may be informed of the excellent performance of duty which this conductor is rendering your service."

A RECENT commendatory letter from Bruce A. Find'ay, Asst. to Superintendent, Los Angeles City Schools, tells of the thoughtful and worthy manner in which Conductor C. E. Beer of the Southern Division

COURTESY OF TRAINMEN PRAISED BY PRESS

TRAINMEN of the Northern Division, Eastern District, and F. E. Peachy, Asst. Superintendent at San Bernardino, were glowingly praised for the uniform courtesy extended to patrons in a recent article appearing in the San Bernardino Sun. We extend our congratulation and quote the article:

"Boy, page Mr. Peachey! A correspondent suggests that note be taken of the courtesy of the motormen and conductors of the Pacific Electric lines in San Bernardino. The note recalls praise heard on several occasions in months gone by. The Pacific Electric has gathered together a crew of clean-cut men. The officials are proud of them. A pleasant nod from the motorman and conductor brightens up the trip to work. Men and women both like to see trainmen who are attentive and helpful to women and children as they board the cars. This practiced day in and day out has won a reputation for the men of the Pacific Electric in San Bernardino. All employers, large and small, strive for courtesy from their men. Some succeed better than others. The Pacific Electric has succeeded well."

performs his duties. Mr. Findlay's letter follows:

"May I express my appreciation of the service and courtesy shown the passengers by Conductor No. 1244 (Mr. Beer) of car No. 1 of the train which left Anaheim landing last Monday evening at 9:15 p. m. The interest he took in the comfort and welfare of the passengers was very commendable."

WESTERN DIVISION NOTES By E. C. Brown

No more will the sound of "Ham an'" ring in the ears of A. Greutz, who sometime ago left the Pacific Electric employ to become engaged in the restaurant business at Van Nuys. There seems to exist a feeling that if we are "once a P. E., always a P. E." for Mr. Greutz has returned and is now engaged in motoring one of the big red cars.

Trainmaster Ben Porter has returned from his trip abroad. My informant doesn't state whether Mr. Porter was in Cairo, Canada or Catalina, but regardless of this small detail his many friends welcome his return.

Oh beautiful women, there'll be another one among you in a few years. A lady-baby has arrived at the home of Motorman Leslie and with a few lusty yells has already announced her intention to stump for women's rights.

People from Redondo will be green with envy when they read this account of Conductor E. P. James' departure from that city because he likes the climate here better. He is now back at Hill Street Station.

Doing the strong arm work was part of the duties of Motorman H. Delmar on Picnic Day and the energy he exerted in fanning the contestants in the tug-of-war added greatly to their comfort, if it could be said that they enjoyed any comfort under the stressful circumstances. The distributing of marshmallows and candy was also a service that won a warm place for him in the hearts of the children.

Motorman Jack Fair and wife have been proclaimed by a number of friends as being ideal hosts. The "reason for why" and the place in which their ability was demonstrated was at their pretty new home recently when a party of friends were entertained with a house-warming.

Motorman W. J. Richardson is one of the few who can refer to the champion heavyweight boxer as "Jack." This intimacy is permitted on account of the fact of his being an old friend of Jack Dempsey. Just recently a letter was received asking Mr. Richardson to enter Jack Dempsey's camp as one of his trainers.

LUCKY FISHERMEN RECEIVE GOOD CASH PRIZE BAIT

Under the direction of Captain J. W. May, a boat was chartered, which left Redondo Beach at seven o'clock on the morning of the Picnic and returned about 1:00 P. M., in time for the other "big doings."

Three prizes were awarded the participants of this trip as follows:

First prize, W. May, \$5.00 for the largest fish.

Second prize, O. T. Estes, \$3.00 for the largest catch of fish.

Third prize, D. L. More, \$2.00 for the second largest fish.

Captain May said that all had a wonderful trip and he himself felt particularly good over the outcome, inasmuch as he won the first prize.

ACCOUNTING DEPT. NOTES
By Don Goldsworthy

We understand that John Bertelsen spent in advance his portion of the cash which his all-star club was to receive for its victory at Redondo over the Mechanical Department. Looking over the score makes "Jimmy" appear the greatest optimist of all times.

Mr. Merrill Prouse, of the General Accounts Bureau, has been transferred to the Freight Traffic Department. Miss Rons, Miss Painter and Mr. Meyers have resigned to accept positions with other railroad companies. We dislike to see them go, but wish them good success in their new undertakings.

Sincere sympathy is expressed to Mr. John Cattle on account of the demise of his beloved mother.

Miss Bettis is confined at the Clara Barton Hospital on account of illness. Some flowers were recently sent by her friends with the wish for a speedy recovery.

If you missed any of these folks recently, here is the "why,"—they were on their vacations, and the places chosen are listed below:

Mr. Lovell—At San Luis Obispo and also a couple of days hunting doves, location unknown.

Mr. Knight—Big Bear.

Miss Ward—Grand Canyon.

Mrs. Carruthers—The beaches.

Miss L. Verge—San Francisco.

Mrs. Smith—Yosemite and San Francisco.

Miss Bare—At home.

Mr. Meisner—Ahem!—Salt Lake.

Mr. Milford Loucks—Among other places, the beach. **Slightly** burned.

Mr. Brewer—Seen once at Ocean Park.

Mr. Bertelsen—Catalina, Tia Juana, etc.

Mrs. Reed—Visiting relatives at San Diego.

Mr. Keller—At home.

Miss I. Falconer—At home.

Miss H. Hammell—At Big Bear.



Nature is surely wonderful. Medical science has never been able to discover how it is that a man is too sick to work his run, especially on Holidays or Sundays, and is still able to run his machine to the beach, dance and swim all day and run back in the evening, take in a show and lose a good night's sleep. Remember this man was sick. He said so. Then he was able to report back to work the next day, well and rested! Baffling cases have come before our medical staff, one especially that has never been solved. In fact, it never will be, as the party is working elsewhere now.

The party in question seemed fairly well on the third of July, but later in the day he acquired a sinking spell, which affected his head, shoulders, arms, and legs. In fact he was so bad that he would be unable to work the next day. Next morning, (the Fourth) he was first seen boarding a car for the beach, in company with a beautiful lady. On arriving at the beach, it was observed that his legs were in good condition, as they conveyed him to a nearby restaurant. At the restaurant, his arms and mouth seemed all right, as he ate a hearty meal. His sight was normal as he didn't seem to miss a single attraction, and at the ball game, we knew his lungs were O. K.

Next day he was again in very bad condition, so we thought that he might have been in a trance on the day before. On the following day, he reported as able to resume his duties. But our medical staff thought that there was danger of his ailment repeating itself and recommended other occupation.

It is a pleasure to see G. R. Hurley back on the job again, after an absence of over sixty days.

It is far easier to get demerits than to get merits. Sure, when you follow the lines of least resistance. To get merits, you have to go out of the trodden path and put a bit of exertion in your task.

Those taking vacations at Macy during the past month include: W. E. Coleman, W. F. Young, E. J. Bushman, O. H. Roehrig, F. W. Bangart, Clyde Moore, I. M. Cammack, A. A. Johnson, T. E. Turney, E. Holly, W. Hale, G. R. Fear, M. Dingman, I. A. Suncelia, P. R. Fant, G. G. Woods, C. H. Thompson, D. M. Latham, W. C. Osborne, H. Cairns, D. B. Van Fleet, W. C. Thomas, J. Nemenick, I. C. Paulson, H. Metzsiser, I. H. Therolf, J. A. Manning, and F. R. Hum.

Anyone wishing information about the Pacific Electric Camp, see C. G. Broman who has just returned from his vacation there. He says it is the finest he ever saw and that he and his family never enjoyed themselves better than while there.

Macy was well represented with first prizes at the P. E. picnic at Redondo, Saturday, Aug. 25th. In the relay race, our team composed of C. B. Allen, H. D. Carey, B. B. Stein, and T. M. Lloy, took first place against two other competing teams. H. D. Carey took first place in the 120-yard hurdle in a close field. C. B. Allen and T. M. Lloy took first in the three legged race, and T. M. Lloy grabbed first in the hundred yard dash.

COMPARISON OF ACCIDENTS DURING JULY, 1922, AND 1923

	Northern Division		Southern Division		Western Division	
	1923-1922	1923-1922	1923-1922	1923-1922	1923-1922	1923-1922
Interference with vehicles	109	92	152	94	198	139
Collisions and interference with cars.....	3	4	7	17	9	11
Persons struck by cars.....	7	2	5	4	7	5
Derailments	7	2	30	14	12	6
On and off moving cars.....	16	12	29	10	30	23
Miscellaneous	26	25	68	45	44	42
Total	168	137	291	184	300	226
		I-31		I-107		I-74
	1923	1922				
Interference with vehicles	459	325	41.23%	Increase		
Collisions and interference with cars.....	19	32	40.63%	Decrease		
Persons struck by cars.....	19	11	72.73%	Increase		
Derailments	49	22	131.81%	Increase		
On and off moving cars.....	75	45	66.66%	Increase		
Miscellaneous	138	112	23.21%	Increase		
Total	759	547	38.76%	Increase		

BUS ACCIDENTS DURING JULY, 1923

Interference with vehicles	24
Miscellaneous	3

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held Wednesday, August 1, 1923.

The following members were reported absent: D. W. Layne, Henry Eggert, W. J. Hodge, B. L. Brown, J. G. Rovai, L. J. McGrath, L. F. Foegle, J. Hanselman, A. F. Minor, E. S. Donaldson, F. A. Schultz, J. Richards, W. M. Brooks, H. J. Allen, H. Preston, R. M. Hyde, M. T. Spencer, C. V. Smith, B. F. Manley, F. B. Patteron, W. A. McCammond, S. A. Bishop, L. A. Lovell, C. H. Burnett.

The minutes of the last meeting were read and approved. The Manager read the following report:

Club Fund	
Balance June 30th.....	1165.73
Receipts	1054.00
Total	2219.73
Paid Out	1095.89

Balance, July 31st	1123.84
Relief Fund	
Balance, June 30th	108.09
Receipts	1069.25
Total	1177.34
Paid Out	862.87

Balance, July 31st	314.47
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Unfinished Business

In regard to the matter of passes on the buses brought up in the last meeting, O. A. Smith, the President of the Executive Committee, explained that it was not the policy of the Company to honor passes on the buses, except in Pasadena. The reason for this is that only in Pasadena did the buses replace car service, and that in all other localities where buses are operated they were being run at a loss. Even Mr. Pontius, the Vice-President of the Company, is required to pay a fare when he rides the buses.

With regard to the admission of non-members to the picture shows, Mr. Vickrey stated that during the remainder of the summer season he believed the seating capacity of the auditorium would be ample to care for all comers, and suggested that if cause for further complaint along this line arose in the autumn that action to remedy the condition could then be taken. Upon motion made and seconded it was ordered that the entire matter be dropped by the Committee and that the matter of admissions be regulated in the future as in the past by the Club management.

Mr. Vickrey stated that the Picnic arrangements were coming along nicely, and that considerable enthusiasm was being shown. Baseball, music, and athletic sports have already been arranged for and arrangements have

also been made so that payments due for labor or services in connection with the Picnic will be made at the close of the day of the Picnic and not be deferred as heretofore. Mr. Vickrey also mentioned that some five thousand fliers are to be sent out with the ballots for Club elections, so that every member of the Club will have complete information regarding transportation, etc., for the Picnic. Prior to the date of the Picnic, fliers will also be sent out through the various terminals for distribution to employees of the Company generally. Mr. Vickrey expressed gratification at the spirit of helpfulness manifested by the many unsolicited offers to assist from members of the Club.

An inquiry from Mr. Pierce elicited the statement from Mr. Vickrey that the purpose of the Relief Fund was not very well understood, apparently, by the members generally. He stated that he had received requests for financial assistance in repairing a house, building a garage, and various other such matters, whereas the Fund was intended and could only be applied for the relief of dire emergencies or real destitution occasioned by accident, death or some similar calamity. Mr. Smith called attention to the fact that by far the larger portion of the relief funds were supplied by the Pacific Electric Railway Company and were not deductions from the Club membership receipts.

Mr. Vickrey stated that the Vacation Camp was running to capacity so far as cabins were concerned, there being no vacancies until after August 12th, and that the continued demand

CLUB MOVIE PROGRAM

Friday, September 7th:
Main feature: "The Woman With Four Faces."
Comedy: "The Big Scoop."
Pathe Review No. 184.

Friday, September 14th:
Main feature: "The Chamberlain."
Comedy, Aesop's Fables: "Henpecked Henry."

Friday, September 21st:
Main feature: "The Law of the Lawless."
Comedy: "The Old Sea Dog."
Pathe Review No. 185.

Friday, September 28th:
Main feature: "The Tiger's Claws," followed by an hour's entertainment provided by the Southern California Telephone Company.

Friday, October 5th:
Main feature: "Salomy Jane."
Comedy: "Hook, Line and Sinker."

for accommodations promised to exceed the supply for the succeeding months also.

New Business

Mr. Vickrey called attention to the fact that the next meeting of the Executive Committee will be composed of the new members to be elected August 31st. Ballots for this election will be sent out by the 15th, said Mr. Vickrey. The ballots sent out are to be returned by the members on or before August 30, 1923, the election occurring the next day August 31st. Instead of having the ballots opened and counted by the Club attendants as has been done in the past, it was decided that the opening and counting be done by a Committee. Upon motion by Mr. Pierce the following three members were appointed to act as the Election Committee: N. D. High, W. J. Drake and A. J. Guercio.

Mr. Vickrey read the list of Chairmen of the Picnic Committees in response to an inquiry from the floor.

The retiring President, Mr. O. A. Smith, after two years in the chair, stated that he would not be a candidate for another term, took the opportunity to thank his fellow members for their co-operation, and to say that he believed the Club had accomplished and was accomplishing a great deal of good for the employees of the Company. There had been a substantial gain in membership in the last year, said Mr. Smith, and the treasury was also in good condition. Upon motion of Mr. Thorburn a rising vote of thanks was accorded Mr. Smith.

Upon motion the meeting then adjourned.

P. E. CLUB BULLETIN

Sept. 10th to October 10th, 1923

Monday, Sept. 10:
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Tuesday, Sept. 11:
Western Division Trainmen, meet at 8 p. m.

Wednesday, Sept. 12:
Operating Staff meets at 10 a. m.
Rod and Gun Club meets at 8 p. m.

Thursday, Sept. 13:
Jazz Novelty Dance, opening the season, in Auditorium at 8:30 p. m.

Friday, Sept. 14:
Regular Movie Show in the Auditorium at 7:45 p. m.

Monday, Sept. 17:
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Tuesday, Sept. 18:
Trainmen's Meeting, all Divisions, 8 p. m.

Thursday, Sept. 20:
Souvenir Dance in Auditorium at 8:30 p. m.

Friday, Sept. 21:
General Staff meeting at 10 a. m.
Regular Movie Show in Auditorium at 7:45 p. m.

Monday, Sept. 24:
P. E. Band Rehearsal at 8 p. m.
P. E. Chorus Rehearsal at 8 p. m.

Thursday, Sept. 27:
Novelty Dance in Auditorium at 8 p. m.

Friday, Sept. 28:

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

Monday, Oct. 1:

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

Wednesday, Oct. 3:

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

Thursday, Oct. 4:

Southern Division Safety Committee meets at 2 p. m.
Moonlight Dance in Auditorium at 8 p. m.

Friday, Oct. 5:

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

Monday, Oct. 8:

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

Tuesday, Oct. 9:

Western Division Trainmen meet at 8 p. m.

Wednesday, Oct. 10:

Operating Staff meets at 10 a. m.
Rod and Gun Club meets at 8 p. m.

CLUB EXECUTIVE COMMITTEE HOLDS ANNUAL ELECTION

The annual election for the Executive Committee of the Pacific Electric Club was held on Friday, August 30, 1923, at the club rooms on Hill Street. The newly elected members and the departments from which chosen are listed below:

General Superintendent's Office—Charles P. Hill.

Transportation Department (Northern Division)—Gus Kuderna, D. J. Finley, D. F. Brown, W. J. Hodge, J. A. Severance.

(H. Cairns and J. W. Poston tied for 6th place.)

Transportation Department (Southern Division)—L. H. Covell, F. L. McCulley, L. H. Tieman, H. Gray, H. A. Wilkerson, B. B. Hattinger, Howard Bennett.

Transportation Department (Western Division)—Jesse Hanselman, H. Delmer, J. W. Hale, W. B. Phillips, F. G. Volkhart, C. D. Hunt, A. E. Stowe.

Engineering Department—Frank Batterson, B. F. Manley, A. J. Guercio, L. J. Bush.

Store and Purchasing Departments—Earl McCall.

Los Angeles Freight Station—G. W. Orr, Laird Hail.

General Offices—R. L. Brainerd, A. E. Norrbom.

Electrical Department—E. S. Mills, N. D. Gilbert, J. W. May, A. Keane.

Accounting Department—J. A. Bertelsen.

Real Estate, Taxes and Resorts—W. A. McCammond.

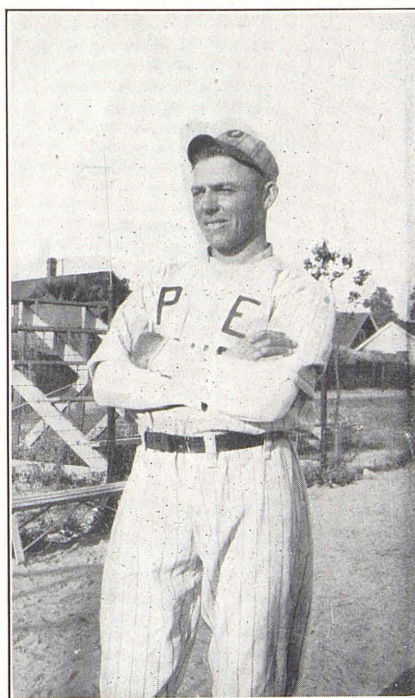
Mechanical Department (Eastern Division)—W. A. Sims.

Mechanical Department (Western Division)—M. T. Spencer.

Station Agents—Geo. W. Potter, H. C. Bidwell.

Mechanical Department (Northern and Southern Divisions)—W. J. Drake, Roy Mankins, C. Ross.

An Artful Deceiver



WALLY KNOX,
Pitcher of P. E. Club Ball Team

THE base ball fans will recognize the above photograph as none other than "Wally" Knox, the popular young star twirler for the Pacific Electric Club Team. Since joining the team's ranks in May he has achieved a record that can be boasted as second to none in semi-professional past-time. His phenomenal work, both in the pitcher's box and with the willow, has been one of the leading factors of the club's winning second place in the Industrial League just closed.

During this time, as the main-stay on the mound, he has lost only two games, and both of these by close scores to the crack Hammond Lumber team. However, he sufficiently redeemed himself and won considerable glory by defeating that team in the league's final contest by the score of 10 to 2, letting their heavy batters down with four scattered hits during the nine innings.

In the eighty-four innings pitched during the league's schedule he struck out ninety-six men, which averages more than one to the inning, an achievement of outstanding brilliance.

As to hitting, he is no doubt one of the heaviest batters in the Southern California Base Ball Managers Association. During the league season just closed his batting average was .622%, having secured out of thirty-seven times at the plate twenty-three base hits, eleven of these going for extra bases. "Wally" has been dubbed by the local newspapers as the "Home Run King of the League."

MECHANICAL DEPT. NOTES

By Willis M. Brooks

The annual picnic at Redondo held many pleasant surprises for us all.

For the Mechanical Department, the event was one of complete satisfaction and pleasure, and allows us a little latitude for "crowning," for we carried off that valued trophy, the "Tug-O-War" Cup, and captured the annual base ball game from the P. E. Club team, the score being 13 to 6 in our favor.

Mr. Mart Tyler of Macy Street Repair Shop captained the tug-o-war team and the result is all the praise Mart needs. Next year he will have the same job and we hope and believe the result will be the same.

Mr. Harry Pierce was captain of the ball team, which was made up of men at the Torrance Shops. The battery composed of Slater and "Slow Ball Slim" was a little work of art and as far as the opposing team was concerned was entirely a "Futurist" composition.

We of the Mechanical Department are justly elated over the events of the day. A return ball game, we understand is likely.

Geo. Gilks, Foreman of the Wind-ing Room, and wife attended the Knights of Pythias Convention at Portland, Oregon, while on vacation, extending the trip to take in Seattle and Vancouver, B. C.

W. B. Elliff and Geo. Dieges are recent additions in the Drafting Room at Torrance and F. A. Bent is now on the Chemist's chair also at Torrance. All three look like "regular fellows" and are welcomed into the family.

Fred Miner, formerly Assistant Foreman of the Machine Shop, has joined forces with the Los Angeles Motorbus Company. While we regret to see Fred go, he is not far away. Floyd Shultz has been promoted to the position of Assistant Machine Shop Foreman, formerly held by Mr. Miner.

Jack Webber, of the Blacksmith Shop and Miss Elfrieda Spier, were married at Gardena on August 4th. Their new home will be at Torrance. Jack is prominent in local athletics and our best wishes go with this popular young couple.

B. Lewis, after an extended illness, is again "on the job."

Geo. Wheaton's family, after an extended visit east, have returned home to Torrance.

Forgiven This Time

Mother—Now, Violet, can you give me any reason why I should not punish you for being naughty?

Violet—Yes, ma. Doctor said you weren't to take any violent exercise.
—Toronto Telegram.

NEW BUS LINE FILLS NEED OF PUBLIC



Numerous city and civic bodies took part in ceremonies on August 18th when Western Avenue bus line was put in operation. The above picture shows members of the Hollywood Chamber of Commerce on trip of inspection.

RESIDENTS of the Hollywood, Western Avenue and southwestern section of Los Angeles saw the fulfillment of one of the recent pledges of the local railways when bus service on Western Avenue made its initial bow on Saturday, August 18th. Sixteen high-class buses were assigned to this line and are now being operated by the Los Angeles Motorbus Company, which is jointly owned by the Los Angeles and Pacific Electric Railways.

Previous to starting the first bus on the initial run the buses were assembled at 25th and Main Streets where inspection was made by many Los Angeles city officials, Los Angeles and Hollywood Chambers of Commerce, Western Avenue Business Men's Association members and various railway officials. The many improvements and special features were commented upon freely and following the inspection the buses were loaded with invited guests and passed through the business center of Los Angeles and Hollywood en route to the Slauson Avenue terminal of the line.

Time Saver

The Western Avenue bus line, given precedence on account of the urgent need of direct transportation from the Hollywood district to the southerly

portion of Los Angeles, intersects eighteen lines of the two electric railways, to all of which transfers without extra charge are given. Operation on Western Avenue will result in eliminating the necessity of passengers destined to or from these districts having to pass through the business section and in many instances saves as much as a half hour in time required to reach destination.

The fares charged on this line, which is 9.8-miles in length, are 10 and 6-cents with transfer privilege to or from either buses or street cars. The 10-cent fare covers transportation over the entire length of the line with transfer to any of the eighteen local lines intersected on Western Avenue to local fare points. The 6-cent fare is limited to travel between Wilshire Blvd. and Los Feliz Avenue, with transfer to Pacific Electric local cars within the local fare districts bounded by Sanborn Jct. on the east, Caluenga Pass on the north and Laurel Canyon or Quint on the west.

The buses used in this service have a seating capacity of twenty-five passengers and are equipped with dual pneumatic tires, improved registering devices, air bottle shock absorbers, sliding window curtains, stop signals, electric dome lighting and large and

roomy seats. Their equipment throughout resembles and contains features found in the most modern street cars and every device for safety and comfort of passengers is provided.

Ten Minute Service

With the sixteen buses assigned to the Western Avenue line a ten minute headway is given from Slauson Avenue to Russell Avenue and twenty minute service between Russell Avenue and Hillhurst Avenue, every alternate bus being operated through to Hillhurst. More buses are now in course of construction and with their completion within the next few weeks a greater frequency of service will be provided during the rush hours if traffic volume warrants. The first bus leaves Slauson Avenue at 4:50 a.m. and Los Feliz at 5:57 a.m. daily. The last bus leaves Slauson Avenue at 12:00 N. and Los Feliz at 12:57 a.m.

Reports of travel indicate that the Western Avenue line is filling a transportation need and as the advantages of this cross-town line become better known the volume of traffic will increase considerably.

New York Definitions

Stoic: De boid dat brings de babies.
Cynic: De place where you wash de dishes.

Truthful Tale By Famed Fisherman



I, "Jake" Geopfert, being a fisherman in good standing, do solemnly affirm that these fish tales are the truth, the whole truth, and nothing but the truth, so help me Hannah, Honest.

ON THE morning of July 21st, Mr. Harvey, another truthful Fisherman, and I set sail in a Willys-Knight boat for the surf fishing grounds just north of the mouth of the San Luis Rey River at Oceanside, California.

We purchased our clams in Los Angeles, made the trip via Laguna, where we took on a good feed and some more bait—mussels this time. We motored to Oceanside where we took aboard a few smokes and some more bait—worms, sand crabs, and craw dads. With our clams, mussels, worms, etc., we were set for anything that navigates the surf.

The bait set us back \$7.00—our own eats stood us \$5.00. Well we should worry! Some of these deep-sea fishermen spend more than that for bait, and after they are out at sea throw in their eats for good measure. Not so with us—we took on our eats for nourishment.

At 4:00 p.m. camp was ready, beds made, coffee pot ready for the fire, rods and reels set up ready for the sport. The tide stood high at 5.9 feet.

At 7:00 p.m. we went to camp for dinner. Listen! Fried Chicken, Oh Boy! Two of them, if you please. I should worry if we never caught a fish.

Thrill Begins

Mr. Harvey had three fine corbina to his credit and I had two. But, say, I hooked a surf fish that gave me the thrill of my life. It forced me to either follow him into the surf up to my hips, or give him all of my 200-yards of line. I followed him—he was my bacon and I "brought him home." He weighed about 50 pounds, but was of the variety known as Shovel Nose Sharks.

At 8:00 p.m. with lanterns lit we took to the "tall timbers" again and by 11:30 p.m. had a fine string of beauties. It was my pleasure again to tie up with one of those Shovel Nose Sharks. This time I got the Daddy of the one now at rest on the sand. He hooked himself in the front right fin while on a reconnoitering tour before making his final attack. When he found he was hooked, he set sail for the Gulf of Lower California, but I finally turned his rudder, and with the help of Mr. Harvey we lowered his sails.

Thus ended the first day.

A couple of well placed punches and a few good shakes aroused my bed mate. With one eye open he growled, "What time is it?" Four a.m.," I said. "What the H— is

the matter with you?" and over he rolled, again clasped in the arms of Morpheus. But 20-minutes later he sniffed the air, and the scent of coffee brought him to his senses.

The Ol' Reliable

After a hearty breakfast of bacon and eggs we were at it again, catching a few nice ones in the early morning. About 6:00 a.m. the fish all left for early Mass, forgetting to return. All we did Sunday, being a day of rest, was cast for exercise and feed surf perch. Sunday night, likewise. Monday morning, no better; during the day, much worse. The water was very rough during these periods, but Monday afternoon it quieted down, and prospects were encouraging.

The situation was now serious. All the corbina caught we had given away, fearing they would spoil on our hands, and Tuesday by 12:00 noon we were due to leave. Our reputation was at stake. Return to our friends with only a fish story, and no fish? Nothing doing. We held a consultation and pledged ourselves to fish all night, if necessary. In the hours of our despair we had only one comfort and consolation—fried chicken.

We started fishing at 6:00 p.m. Monday, the tide standing high at 6.7 feet, and never did I cast a line into a nicer surf than we had at that time. The surf perch had left, and our baits lay unmolested, but those are good signs.

Presently I saw Mr. Harvey heave and rear back. He had a piece of machinery on his rod which he began to turn viciously. He was now fully 100 feet back from the water line, still in action, now forward, now backward. I looked on in despair, but

prayed all the while for his success. It was a beauty—3¾ pounds.

Blowie! Something jarred my sensitive ear drums, and I began to act something similar to Mr. Harvey. I hooked my corbina between two breakers, or rather, in the trough of the breaker and he broke water like a trout. It was a thrill. We both walked back to our stand with a nice prize in hand. My corbina went 3¾ pounds.

We felt that the sport was on, and right we were. We fished until 1:00 a.m., and when our sack was emptied on the sand we had 22 nice looking specimen, and two prouder chaps you never saw. Now for cleaning the fish. We got out our knives, and Mr. Harvey, by lot, was to do the manicing, while to me was left the interior decorating.

End of Perfect Day!

We pulled the covers over our tired bodies and happy hearts at 2:30 a.m., and when I saw daylight again it was 8:30 Tuesday morning.

In the excitement and pleasure of our sport, let us not forget to observe the beauties of nature and be thankful for them. This night was one of the prettiest in which I ever fished the surf. The moon was in its last quarter and did not set until about 2:00 a.m. It was possible to see the lines at all times, and never once did we feel or hook up with kelp, etc. The stars were out in their glory, and not a sign of wind. I lit a match about 1:00 a.m. and it was hardly possible to tell by its burning the direction of the wind.

Tuesday morning, after taking pictures and icing our fish, we broke camp, arriving in Los Angeles about 4:30 p.m.

Little Daughter's Dilemma

"Mamma, if I grow up will I have a husband like papa?"

"Yes, dear."

"And if I don't get married will I be an old maid like Aunt Susie?"

"Why—yes, but—"

Little Girl—"Well, I am in a fix."
—American Legion Weekly.

Never forget, please, the bowlegged floor walker who said, "Walk this way, Madam."—Exchange.



Further proof as to the veracity of the accompanying story.

Shooters Enjoy Sport at Picnic

Picked Teams Compete In Trap Shooting Contest For Cash Prizes. Good Average Made

By JAKE GEOPFERT
P. E. Rod & Gun Club

EVERYBODY is talking about it. Talking about what? The P. E. Picnic and the P. E. Rod & Gun Club.

We the members of the P. E. Rod & Gun Club, credit ourselves with another successful achievement—the big shoot at the Picnic. The "Powder Burners" kept the sound waves in action throughout the joyous day shooting over the traps on the Municipal Pier at Redondo.

It was a grand and glorious day for the sport. With joyous hearts and keen eyes the shooters began to arrive and at 10:00 a. m. the first gun was fired; 30 seconds later another; still another, and so on. The inhabitants of Redondo and the Picnickers took to cover, and it was some time before they were convinced that all was well. Then one by one they began to stroll carefully out to the noisy spot, where they were treated to the smell of burning powder and gun wads.

Now, we said it was a big success—figures will tell: 2375 birds were thrown from the traps, 95 boxes of shells shot, 38 individuals participated, 19 squads (5 men each) were at the traps.

Squads Selected

At 10:30 practice shoots were over and Captain B. F. Manley, L. R. Spafford, and W. L. Wiggam selected the shooters, as three squads were needed to shoot for prize money donated by the P. E. Picnic Committee: \$15.00 for high squad, \$10.00 for second, and an additional \$5.00 for high individual score in the three squads. Each squad was allowed 250 birds, which, with the shells, were also donated by the P. E. Picnic Committee.

Thus the line up:

First Squad

L. R. Spafford	George Bauer
A. B. McLeod	L. F. Volkhart
A. M. Cross	

Second Squad

B. F. Manley	H. Smith
J. L. Smith	George Redd
W. L. Mauer	

Third Squad (Last but not least)

W. L. Wiggam	F. L. Manley
Jake Geopfert	J. L. Cowley
D. G. Foyle	

We are off with blood in our eyes. Squad No. 3 at bat. When the last man covered home base, the score stood 103 broken out of 125 trapped.

Squad No. 2 up. It was a tussel; they made the rounds thus: 103 broken birds out of 125 trapped. Squad No. 3 and No. 2 tied.

Royal Squad No. 1 now up. They were a likely looking bunch of warriors, but, Oh, Boy such a finish!

The final count totaled only 96 dead birds out of 125 trapped.

Bravely but cautiously Squad No. 3 falls in line to face another 125 birds. This time they feathered 106 of them, making a total of 209 dead birds out of 250 thrown.

Read 'Em and Weep

Squad No. 2 up again for their final installment of 125 birds. They looked foolish to Squad No. 3, but we began to get the creeps when we saw the feathers fly. The final count, however, gave them 104 dead birds; their total out of 250 birds now stood 207 broken as against 209 for Squad No. 3.

Squad No. 1 went into secret session, and according to their minutes, they dozed out that if they lost only 10 birds they had Squad No. 3 beat. Did they lose 10 birds? I'll say they did! One man alone lost them. The tune to which Squad No. 1 finished in their final shoot was "Pull!" "Bang!" and then the mournful call—"Lost Bird!" After making a careful check of their score card, it revealed that out of 125 birds thrown they left 34 in the air.

Squad No. 3	First Prize	W. L. Wiggam (High Gun) . . . 49 x 50
Squad No. 2	Second Prize	B. F. Manley and H. Smith
Squad No. 1	Booby Prize	each 48 x 50
		L. R. Spafford 36 x 50

It's all over, boys, Shake hands. 'Nuff sed.

The dinner bell is now ringing, and guns are set aside for a more important sport.

At 1:30 p. m. the crowd was waiting at the traps for the shooters to arrive. Some one shouted, "Manley's pinched!" Sure enough, the poor boy was coming up the deck surrounded by five policemen, among them Chief of Police of Redondo, John Henry. It was a sad spectacle to those who were ignorant of the fact that the P. E. Rod & Gun Club had extended an invitation to the worthy Chief and four of his best shooters to try their luck at our traps.

We see them now in their places. The poor fellows seemed rather nervous at the start, but took courage at Bill's shooting. The way that boy was fanning the air would make him a good duck shooter, if the limit were only one duck per week.

The Police Squad line up and scores were:

Chief John Henry	44 x 50
S. W. Kiracofe	32 x 50
V. H. Burnham	41 x 50
W. Thompson	34 x 50
'Bill' Weddington	16 x 50

Now then, we had with us that day Mr. and Mrs. Knight from Bear Val-

ley, Mr. Don Morrison, representative of Peters Cartridge Co., L. B. Keplinger, and others, all shooters with high records.

It was a day for everybody. A great many P. E. boys stood up at the traps who had never shot over one before, and after shooting at 25 birds, liked it so well that they slipped up the necessary fees to join our Club. Everybody is doing it. Why don't you?

Next Meet Planned

Prizes will be awarded the winners at our next regular monthly meeting at 431 S. Hill Street, September 12th. Let us make this meeting the banner meeting of the year. There will be many interesting experiences to talk about from our Picnic Shoot. Refreshments will be in order, and—don't forget the new member.

At the next meeting the regular yearly "Jack Rabbit Drive" will be discussed, and we need your advice.

Now, listen, ye P. E. Sports: Some time ago we started a Recreation Park at Los Cerritos on the Long Beach line. The next meet will be held there on September 30th. By car, get off at the P. E. Rod & Gun Club stop. By auto, via Long Beach Blvd., making a right hand turn where the Downey Road intersects the main boulevard at Los Cerritos. Signs will be placed at all turns on this route.

Every effort will be made to see that all comers have a day of enjoyment. All members of the P. E. Rod & Gun Club and their friends are invited. Bring your lunches and spend the day; every comfort may be had among the tall willows that shade our grounds. Tables and fire places for cooking are in evidence everywhere. Swings for the kiddies and horse shoes for the daddies have been provided. Coffee and lemonade will be served free to all. Come early and stay late.

AGENCY CHANGES

The following agency changes were announced during August:

Effective August 20th, Mr. A. J. Young was appointed Agent at La Habra.

Mr. R. L. McMichael was appointed Agent at East Long Beach on August 22, 1923.

Effective September 1, 1923, Mr. M. D. Love was appointed Agent at Des Moines and on the same day Mr. C. W. Rutledge was appointed Agent at Brea.

As The Twig Is Bent

A Hebrew gentleman saw a friend give his little boy a quarter.

"Vy so generous?"

"Ach, that is nothing; I give him two quarters every week."

"Vell, anyways, I call it downright extravagance."

"Not ven you hear how he uses it. You see, we take him down to the cellar, and he drops his quarter in the gas meter, and thinks he's putting it in the savings bank."—Selected.



Not Seriously, at Least

A young man, springing into an over-crowded train, trod on the toes of an old gentleman in a corner seat. "I'm very sorry," he said.

Old gentleman (hand behind ear): "Eh?"

Young Man (more loudly): "I beg your pardon."

Old Gentleman: "Eh-h-h!"

Young Man (shouting): "I trod on your foot. It was an accident—an accident."

Old Gentleman (catching last word only): "An accident! You don't say so! Anybody hurt?"—Tit-Bits (London).

Second Sight

The young lady palmist of the church bazaar said to one of her girl clients: "I see by your hand you are going to be married."

"Wonderful," said the girl.

"You are engaged to a man named Wilkins," continued the amateur seer. "How amazing," gasped the girl, "surely the lines on my hand can not reveal the name—"

"Lines," sniffed the palmist. "Who said anything about lines? You are wearing the ring I returned to Mr. Wilkins three weeks ago."—Argonaut.

A Guilty Conscience

Tommy had been playing truant from school and had spent a long, beautiful day fishing. On his way back he met one of his young cronies, who accosted him with the usual question, "Catch anything?"

"Ain't been home yet," was the quick response.—Exchange.

Ten Years Ago—and Now

In January, 1923, the average wholesale price of all commodities was 56 per cent higher than in 1913.

The average cost of living in 32 cities was 69 per cent higher.

Railroad operating expenses were 111 per cent and taxes 157 per cent higher.

The average monthly wage of each railroad employe was 119 per cent higher.

The average freight rate was 50 per cent and the average passenger rate 55 per cent higher.

Peace at Any Price

"What's the shape of the earth?" asked the teacher, calling suddenly upon Willie.

"Round."

"How do you know it's round?"

"All right," said Willie, "it's square, then. I don't want to start any argument about it."

Indefinite Age

Registration Officer (to spinster): "Your name, please."

Spinster: "Matilda Brown."

Registration Officer: "Age?"

Miss Brown: "Have the Misses Hill, who lives next door, given you their ages?"

Registration Officer: "No."

Miss Brown: "Well, then. I'm the same age as they."

Registration Officer: "That will do."

Proceeding to fill in all particulars, he murmured: "Miss Brown, as old as the hills."

Father Has Name

Teacher: "An engine that cannot be moved of its own power is a stationary engine."

Willie: "I bet my dad doesn't know that, for he always calls his Ford engine some other name when it won't move."

"Jedge, sah, I's don' cum fer a devorce, fum mah man."

"On what grounds, madam?"

"Fer infidelity, sah."

"Infidelity? Who is the other woman in the case?"

"Other woman, sah? Dey ain't no other woman, but ouah prechah don' tol' me mah man am a infidel."—Judge.

Our impression of a "dumb-bell" is the lad who thinks a hamlet is a part of a pig.—The Knights' Day.

AUTO-INTOXICATION

My automobile is making

A liar out of me.

The habit is a-growing,

I can plainly see.

When I'm talking of its power,

Or its speed I relate,

I'm afraid that I'm inclined

To exaggerate.

Never have any trouble,

I'm ready to confess

Every time when I'm a-talking

Of this auto I possess.

Engine's always running perfect

And its power, oh it's great!

And so is the inclination

To exaggerate.

Hardly needs any water,

Doesn't use any gas.

And if you could hear me sputter

Why, this auto is the "class."

Takes all grades, even the steepest

On high—can't you see

This darn automobile is making

A liar out of me?

Harry T. Fee.

Hopeful

The New Parson: "Well, I'm glad to see you come to church twice on Sunday."

Tommy: "Yes, I'm not old enough to stay away yet."—London Opinion.

The Pump's Successor.—WANTED—Single man for small retail milk route and general farm work; must know how to milk and drive Ford car.—Classified Ad in The Rural New Yorker.

"Cohen, I've lost my pocket-book." "Haf you looked in all your pockets?"

"Sure, all but der left-hand hip pocket."

"\ell, vy don't you look in it?"

"Because if it ain't dere I'll drop dead."

"Ha! Ha! Ha!" ranted Hi Tragedy, in the dungeon scene. I'm mad! mad! mad!

"I'll bet," yelled a voice from the gallery, "you ain't near as mad as us fellows that paid to get in."

Undoubtedly

Prof.: "Who was the greatest inventor?"

Stude: "An Irishman named Pat. Pending."

A Quick Answer

"Any rags?" wailed the mendicant.

"No. My wife's away."

"Any old bottles?" he came back.—Exchange.

Baggs: "I'm worried. My girl is running around with that new doctor in town."

Jaggs: "Feed her an apple a day!"

"So you come from Detroit," said the dentist; "that's where they make all the automobiles, isn't it?"

"Sure," replied the doctor, with

If you treat others as you would have them treat you, you will not meet with many discourtesies, nor can anyone accuse you of them.

It is not what we receive but what we give that makes us prosper. If we are determined to do no more than we are paid to do our dimensions will never increase, our position will never become more important and our work will never deserve more remuneration.—Exchange.

Minister: "Do you take this man for better or for worse?"

Dusky Bride: "No, Suh, I takes him jes' as he is. If he gets any bettah he'll die, if he gets any wus, ah'll kill him mahse'f."—The Station Agent.

Our business is to sell service. An essential part of that service is courtesy.

A bone in the back is worth two in the head.—Exchange.

LIVING UP TO A PROMISE

WHEN 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.

V. A. CORRIGAN CO., INC.

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

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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
 At Close of Business
 June 30th, 1923.

ASSETS

Loans and Discounts	\$29,990,736.81	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness..	3,975,654.06	
Other Bonds, Stocks and Securities	1,203,671.41	
Bank Premises	486,821.48	
Customers' Liability on Letters of Credit	403,101.32	
Customers' Liability on Account of Acceptances	18,142.07	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	89,926.88	
Cash on Hand	\$2,198,848.43	
Due from Federal Reserve Bank of S. F.	2,689,972.61	
Due from Banks	5,099,602.94	9,988,423.98

\$47,731,478.01

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	609,368.10	\$ 4,109,368.10
Reserved for Taxes	35,989.55	
Reserved for Interest	26,132.54	
Unearned Discount	58,077.68	
Securities Borrowed	1,000,000.00	
Letters of Credit	444,591.94	
Acceptances Based on Imports	18,142.07	
National Bank Notes Outstanding	1,459,500.00	
DEPOSITS	40,579,676.13	

\$47,731,478.01

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) V. H. ROSSETTI, Cashier.

Correct, Attest: E. A. Bryant, Geo. P. Griffith, J. E. Jardine.

THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES

Corner of Fourth and Main Streets

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 Vice-President
 H. F. STEWART
 Vice-President
 V. H. ROSSETTI
 Vice-President-Cashier
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COVER PICTURE

The limited range of our camera made it possible to secure only a portion of the huge crowd who witnessed the athletic events at this year's reunion of Pacific Electric employees. This picture will suffice, however, to give a good idea of the crowd that was on hand to enjoy and cheer their favorites to victory in the various contests.

To view the gathering of such a large number of employees as attended our outing this year brings to mind more visibly the organization that constitutes the Pacific Electric Railway. It is interesting to know that our "family" now exceeds 7,000 persons to whom considerably more than \$9,000,000 will be paid in wages during the current year. Likewise, it brings to attention the extensive service we as employees are rendering to the public of Southern California and our Company's ever growing importance as an industrial factor to the Southland.

