



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol 8

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No 9



"Hand-picked" safety on Mt. Lowe Incline (See Page 6)

## A Heap O' Lovin'

**“IT TAKES** a heap o' livin' in a house to make it home,”  
And it takes a heap o' lovin' in two hearts to make them one;  
A heap o' sacrificin', silent sufferin' and pain—  
And a willin'ness and eagerness to sacrifice again.

The courage to keep smilin' through, when things all go dead wrong,  
And never let the other know what struggle's goin' on;  
The power to see and analyze the points where each is weak,  
And help to master and say “No!” when harmful habits speak.

Both seeking out the sunny spots along the lane of life—  
Avoiding all the shadows that harbor gloom and strife;  
The prayer that each is always right—but loyal, right or wrong,  
Believin' evil thoughts and acts can't poison love so strong.

Then Providence, perchance, will smile and this love reproduce,  
And baby eyes will testify two hearts and souls are fused.  
So fully that their separate shells each house but half a heart,  
Together livin' Heav'n on earth—but Hell if kept apart.

As years roll by and silver threads appear among the gold,  
They smile at Time and wait for Death, his mysteries to unfold,  
And know that they will jointly make the trip to yonder shore  
Where Life and Love are born anew—to last forever more.

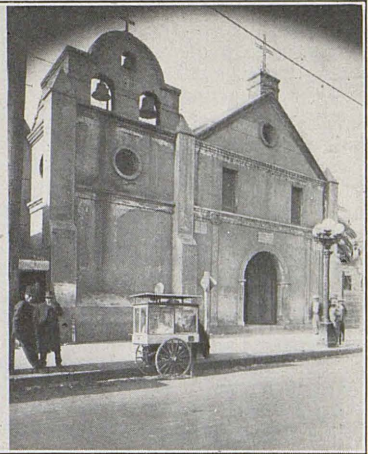
Frank A. Reilly.



# MAIN STREET!

Back to the Plaza  
... and back

By Charles K. Bowen,



WHICH is the most interesting street in Loce-Ahng-hal-lese? (y'see, I use the native California or John Stevens McGroarty pronunciation). Answers the banker, "Spring Street"—and don't let 'em tellya different." "Broadway," babbles the movie addict, "L'il ol' Broadway." "Wilshire Boulevard," coos the lover of stately homes and towering Own-your own cliff-dwellings. "Hollywood Boulevard"—this from a violent partisan of that outlying trail through the wilderness of Movie-land. "Pico"—"West Adams"—"Washington" are anguished howls arising from natives whose huts front on these lanes, and so on and on.

If you ask the question of enough different folks you'll find a booster for every highway in this modern city of Babble-on, from Aaron Street (see T-1) at the upper left hand corner to Zonal Avenue see (W-24) at the lower right—though, goodness knows I don't want anyone to feel slighted. The list may have been extended by now to include Zyxomma Way, since the map I consulted was published last December. I'm reasonably certain, however, that "Aaron Street" still heads the list—unless some enterprising subdivider has slipped in something that starts off with three "A's."

### Writer's Selection

To kill one bird and wound another with the same cobble stone—which is a fancy way of alluding to the conservation of space in our Magazine and of the spruce forests from which our print paper is obtained—suppose we ask the question which opens this article, of one who is entirely non-partisan and who, because of that fact, and of others too numerous and too obvious to require

setting forth, cheerfully admits that his mind is already made up. His selection was made twenty-one years ago, when Babble-on was a hamlet of one hundred thousand friendly neighbors, and who sees no reason to shift his choice now that our population consists of 10,000,000 souls. What? Oh! my error. Lop off the last of these ciphers. Let us be accurate, even though the cost be 9,000,000 souls thus plunged into oblivion.

And that unbiased authority is none other than the writer and the name of that street of greatest human interest, of most vivid, diversified, colorful charm is—MAIN STREET!

Uh huh, I mean our OWN Main Street, right here in what used-to-be our City of the Angels, but which, since its capitulation to the migratory

hordes of barbarians from beyond the Colorado river—and points east—no longer speaks with the tongues of angels. Rather does it cry out with the vain boastfulness of the republicans of Biblical times, a failing that still clings to the benighted followers of that political faith even unto this day . . . and I—a Texas Democrat—say this more in sorrow than in anger.

And probably the one reason above all others why Main Street is now, as it was more than a generation ago, possessed of an interest above any that attaches to others of our busy thoroughfares is its stubborn resistance to the attacks of those newcomers whose advent has so made over our tranquil old Pueblo that it bears small resemblance to our original City of the Blessed Name.

Not only has Main Street resisted all such attempts to change her character, but she has for the most part, herself reformed these self-constituted reformers—made of them her own kind of people, and has extended the zone of her own particular influence and charm ever southward from the Plaza, till now traces thereof may be met as far south as our own great terminal.

### Look Us Over

Oh, yes! I know the march of progress—so-called—has left its marks on Main Street, as witness a twelve story office building up at Second Street; the greatest electric inter-urban passenger station in existence (Adv.) at Sixth Street; one of the largest hotels at Fifth Street. These all jut out like promotories into the rippling river of romance that still flows down our loved street. They are even threatening it with a Civic



The last stand of the "wild west" picture show.

Center now, but until the final Powers—that-be permit a union terminal railway yard to absorb the old Plaza—that ancient heart of our Mother City—Main Street shall continue to be La Calle mas encantadora.

Where else, I ask you, in all the wide world, will you see a street more cosmopolitan in character? The habitue of Main Street is your true cosmopolouse—I am indebted to Kipling for that word, its a good one—He (I don't mean R. K.), may be a trifle seedy as to appearance—a bit baggy as to the knees of his pants (the frequenter of Main Street doesn't affect trousers). Also, he may be, and is, at one and the same time a burly, bearded Russian, a slant eyed Chink, a dapper son of old Nippon, a soft-spoken hombre from the land of Manana, a millionaire cattle king from Arizona, a busted miner from the Yukon, and anyone of a thousand other races and creeds—but above all else he is a man of the world; sure of himself, satisfied with himself and resentful of any attempts to change his ways or limit his liberty of speech and action.

True, it is, that in the exercise of these liberties he sometimes becomes a bit noisy. Candidly speaking, there are times when the confusion of tongues, all wagging at once and all speaking a different lingo, makes of Main Street, in this modern city of Babble-on, a place of such indescribable and bewildering confusion as would make its ancient rival for linguistic diversity appear like the annual outing of the Society of Deaf Mutes.

#### The City's Side Show

Only on Main Street will you find the same old peanut roaster of your child-hood—you know, the one with the little steam whistle; here, too, flourishes the time-honored museum; maybe its a collection of wax-work figures, more or less shop-worn. More than likely it will be "an education exhibit of wild animals from strange lands"—said exhibit being somewhat shy as to wild animals, but running strong as to flea-bitten monkeys. Here, likewise, will you find the nocturnal kennel of the prowling hot-dog, which makes its appearance with the coming of night. Here flourishes the shooting gallery in all its pristine glory, and the shouting evangelist who seeks, by playing upon our dread of being scorched, to sign us up for a through trip to fields Elysian.

Here, too, may be seen the sleek lady barber at her best; and the shiek lady killer at his worst. While one ear is being assaulted by the insistent clanging of a street car bell, the other one performs a similar service for a clamorous sidewalk belle. Crossing cops, and double-crossing hops; beggars and bootleggers, hobos and hangovers; all this—and much, much more, all jumbled up together, make Main Street a fanciful phantasmagoria colorful beyond all words of mine to describe; and all crammed

full of the most intense human interest.

And Main Street gives value received should you patronize her marts of pleasure or of trade. Why man alive, here's a show that would charge a dollar admission on Broadway—ten cents is the price here, and worth it? I'll say! Let's go in—my treat.

#### Shocking!

First we have Electra—"She's fulla electricity," says the gentelmanly barker—"take holt of her and getta shock." B'lieve ME, you can get shocked aplenty just looking at her, let alone taking "holt" of her.

Next is the obliging gent who swallows a bayonet screwed to the butt of a gun and discharges the same while the point of the bayonet is some six inches so' so' west of his solar plexus. We wait, transfixed with horror, expecting to see him transfixed to the seat of his chair by the gun's recoil. Apparently, however, all is well, since he smilingly withdraws some eighteen inches of cold steel from the secret recesses of his being, and with well-bred insouciance, spits carelessly, but accurately, at a fly on the platform.

Then there is the Professor who will tattoo a snake, September Morn, or the flag of all nations on your arm while you wait; the artist who will, for two bits, blow you a spun glass ship inside a bottle; and finally, the attraction without which no real side show would be complete. I allude to Fatima, the little lady from the Sultan's Court, who dances so well without the aid of her feet—every little movement has a mean meaning. Don't weaken now—anyway, compared to the edition of 1893, this dance has lost its kick, though, strictly speaking, there never was any kick in it.

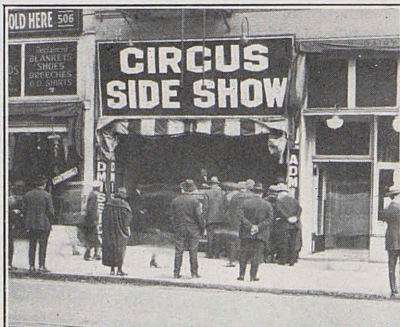
Out on the street again where our ears are outraged by the howling newsboys. "Horrible Moider, only one cent" he volunteers—which is middling cheap for a murder, to say nothing of a horrible one; and ever and anon the agonizing squawk of the auto horn is augmented by the still more agonized squawk of the jay-walker as he beats death to the curb by the thickness of his coat-tails.

Across the street a sixteen hundred room hotel swarming with swell bell-hops, and over here, the Hotel de Hobo, swarming with swelled hoph-heads. What a picture of vivid and startling contrasts!

Here's a Jew-jewelry auction. An earnest son of Israel is passionately pleading with the usual crowd of idlers to boost the bidding for a genuine plat'num wrist watch from seventy-five cents to somewhere near its real value—which he hopes to die if it ain't wor't fifty-seven dollars and twenty-five cents.

How many remember the present

(Continued on Page 14)



Thrilling side shows and heated discussions of weighty world problems by interesting characters greet the visitor on all sides

## MEMBERS OF P. E. MASONIC CLUB HAVE ACTIVE MONTH

The regular meeting of the P. E. Masonic Club was held on January 8th at which a large number of the members were present. In the routine of business there were appointed two Committees, one on Membership consisting of Messrs. McDonald, Linsley, Bush, Andres and Black, and an Auditing Committee, Messrs. Grace, Anders and Ashcroft.

An excellent musical program was rendered by the Senior Class Quartette of Inglewood High School, whose members are Carl Shedd, 1st Tenor, Earl Dowding, 2nd Tenor, Edward Thomas, Baritone, Rodger Cole, Bass, and Miss Genevieve Stevens, Accompanist. Popular, sentimental and classical selections were given. The harmony was exceptionally good and was received with hearty applause.

On January 21st the P. E. Masonic Club Degree Team assisted in conferring the Master Degree on C. A. Reynolds, of the Electrical Dept. at Pasadena Lodge No. 272.

On January 29th, through the courtesy of the Pacific Electric management a special car was used to take members from Los Angeles to Ramona Lodge of Masons in Monterey Park. This was occasioned by the initiation of one of our boys, I. M. Cammack, into the membership of that Lodge and the initiatory work was done by the P. E. Masonic Club Degree Team. Refreshments were served and a most enjoyable evening spent there.

On February 12th the Redondo-Inglewood Chapter will exemplify the degrees of De Molay at the Pacific Electric Masonic Club. All members are urged to especially attend on this night to see this beautiful work.

## When Pacific Electric Picnics Began

**M**ANY valued friendships and memories of the distant past will be brought to the minds of veteran employees by the accompanying picture, taken some sixteen years ago at Alamitos Bay, immediately following the completion of our line to that point.

The occasion was the first real social gathering of Pacific Electric employees and from it developed the foundation which led to the establishment of the Pacific Electric Club, annual picnic and ball and other social activities now enjoyed by employees.

The party in this picture was composed of office employees and department heads who journeyed to Alamitos Bay on July 17, 1908, in the parlor car "El Amigo," where arrangements had been made with Messrs. Hepburn and Terry, of the Inlet Inn fame, for a full course dinner, including music and dancing in the clubhouse adjacent.

The party numbered about seventy persons the following being present, most of whom appear in the picture:

S. H. Anderson and wife, A. B. Wells and wife, Jos. A. McBride and wife, Thomas McCaffery, Fred F. Small, F. A. Green and wife, F. Van Vranken and wife, Lillian Van Vranken, J. C. McPherson and wife and Miss McPherson, J. B. Rowray and wife, O. D. Harris and wife, H. E. DeNyse and wife, J. Good and wife, D. A. Munger and wife, M. S. Wade and wife, H. C. Williams, C. S. Lawrence, C. L. Duncan and wife, N. B. Vickrey and wife, C. A. Weaver and wife, N. R. Emery, R. P. Coakley,

## ORANGE SHOW SETS ASIDE PACIFIC ELECTRIC DAY

As a courtesy to employees of this Company the management of the National Orange Show has set aside Sunday, February 24th and designated that day as "Pacific Electric Day."

A special admission charge of 35-cents is to be extended to employees and their dependents which can be secured upon application at our Ticket Office in San Bernardino upon showing transportation or other evidence of employment with the Company.

The Pacific Electric Band are to give a recital on this day and other special features are being arranged. Employees expecting to attend should make their requests for transportation through regular channels well in advance.

C. E. Games, A. O. Adams, W. F. Smith, G. E. Hoopengartner, F. U. Young, Robert Telfer, A. Kean, J. Adams, A. H. Ballard, Geo. P. Rice, Mrs. C. F. Brady, Misses Mabel Lufkin, Lucy Lindsley, Laura Simpson, Lucy Levering, Mabel Redd, Margaret Hinman, Edith Van Norman, Florence Wells, Harriet Ford, Thetis South, Florence Shaw, Nellie Cline, Viola Steele, Miss Wood and Miss Bellus.

Upon showing this picture and the above list of names to several persons who attended this outing it was interesting to learn that thirteen are still either in the employ of this Company or some other Southern Pacific subsidiary, six are known to have died and the remainder have left the service.

We are indebted to W. F. Smith, one of those present at this gathering, now with the Electrical Department, for the courtesy of supplying the picture.



No ladies, this is not a millinery pageant; it is the participants in the first annual picnic held by the Pacific Electric employees at Alamitos Bay sixteen years ago.

# Mt. Lowe Incline Pulling Cable Replaced

Effectiveness of Safety Precautions Shown by Thirty Years of Operation Without Single Mishap

**R**EPLACEMENT of the pulling cable on the Mt. Lowe incline, one of the many safety precautions diligently practiced on our famous scenic railway, was successfully accomplished on Monday, January 15th. No mishap occurred in executing the cable change, which, on account of unique conditions prevailing, is recognized as a most difficult engineering feat.

This cable, 3,000-feet in length, weighing more than six tons, is replaced at intervals ranging from two to three years, its condition being determined through hand inspection of its entire length every week. Needless to say, the full recognized life of the cable is not exacted from it and after removal they are frequently disposed of and used for many years on mountain inclines carrying freight.

Thirty years of operation without the semblance of an accident reflects the mechanical perfection maintained and the degree of caution and effectiveness of safety units used on this world-famed scenic route.

The cable used on this incline has the greatest tensile strength of any cable known to engineering science. It is one and a quarter inches in diameter and is known as a "plow steel cable." Its rated capacity is one hundred tons, while the maximum load to which it is ever subjected does not exceed ten tons, which includes thirty passengers, the seating load of the incline cars.

Extensive preparations, considerable equipment and a trained crew of selected mechanics are required in making these cable changes. The apparatus used consists of a 35-horsepower motor which drives a revolving cable reel capable of receiving the six tons of discarded cable. This motor and reel together with reel containing the new cable are mounted on an anchored flat car at the foot of the incline.

The incline cable is in the form of a loop, the section ahead of the cars being known as the "pulling cable," so designated on account of pulling the load. The section behind the cars is known as the "compensating cable,"

its functions being only to take up slack and steady the load.

When preliminaries have been completed, the pulling cable is cut with an acetylene torch at a point about sixty feet behind the incline cars and with the greatest care a 60-foot splice is made into the old pulling cable. The incline cars are then chained to their position on the incline before the pulling clamps are removed. This completed, the new cable is now ready to haul into position.

The end of the present trailing, or compensating cable, is made fast to the power driven reel and the reel, driven by motor referred to, is started simultaneously with the cable winding

incline cars, the end of which is spliced into the new cable, making a continuous loop.

The critical moment in this cable replacement is when pulling the new cable into position the speed of the incline machinery must coincide with the speed of the power reel taking in the old cable. Signals between the incline operator and the dispatcher must be promptly and thoroughly understood and order quickly executed. The entire length of the incline must be under observation to see that the new cable does not jam or leave the guiding pulleys. The old cable going onto the power reel must be carefully coiled in order that the power reel can

carry the full length of cable and great care must be taken that the work is completed without personal injury to the crew used in the work.

The work of replacing this cable last month was in charge of J. W. Haughton, Assistant to Mechanical Superintendent, who has supervised every cable replacement on the incline since 1909. I. J. Williams of the Electrical Department, was on hand to direct and oversee the important feature of splicing the cable. The following Mechanical Department employees were assigned to this task: Wm. P. Blackmur, A. J. Hodgette, Fred Studer, Clarence R. Peer, Geo. A. Nilsen, John Van Vliet, Jos. A. Hardsy, Earl E. Scott, John M. Gipson, Chas. H. Dyer, and John Gilchrist. Several of these employees have been among those chosen for this important and difficult task at every cable change during the past twenty years.

The work of changing this cable requires about twenty hours of strenuous labor, the only delays during which is for meals, supplied in goodly proportions from Alpine Tavern. The careful, diligent and workman like manner in which the feat was performed showed that all were keenly aware that they were called upon to execute a work of unusual importance.

## Care and Precaution in Maintaining Safety on Mt. Lowe Incline

**O**UR cover page in this month's issue was selected not only for its scenic novelty, but because of the opportunity it affords of telling pictorially the scope and degree of painstaking effort made by our mechanical forces in maintaining the vital link of transportation between Rubio and Echo Mountain. When we look back upon the Company's thirty years of operation of this famed incline and consider that during this period not even the slightest mechanical failure has ever occurred, the effectiveness of precautions exercised becomes apparent.

The frontispiece shows the method of hand inspection of the pulling cable by the mechanic who leisurely slides down the incline on a specie of sled examining and inspecting every inch of the great power rope; this is done semi-monthly. As is generally known, mechanical safety mechanism is in service on this incline which would automatically function should failure of cable or equipment develop. Regular and frequent tests and inspections of this equipment are made, including the actual release of incline cars and never have the automatic devices failed to respond.

machinery at the Echo Mountain Station. While the new cable is being pulled into position ahead of both incline cars, the present trailing cable is being reeled, which action brings the old pulling cable to the rear of the

## HOW SAFETY IN SERVICE IS ASSURED



Snap-shot highlights during the replacement of Mt. Lowe pulling cable.

## TIMELY TOPICS FOR TRAINMEN

“**T**HERE are few of us who do not admire a skilled workman,” writes Geo. H. Grace, Chief, Efficiency Bureau. “We stop to watch a cabinet maker, a plumber, a mason or a blacksmith, and we instinctively have a liking for them because they handle their work so skillfully and intelligently. We know them to be masters of their respective trades and admire their ability to do things.

“We sometimes wonder why some Trainmen at times will knowingly operate their cars or perform other train duties in such a slipshod and perfunctory manner as to convey the impression to their passengers that they do not know their business, that they are just beginning the work or are too stupid or indifferent to learn.

“These same Trainmen will boast of their skill at cards or pool, of their achievements as athletes or sportsmen; yet they display an utter indifference to public opinion of their skill as Trainmen or railroad men.

“We should like all our men to assume the proper attitude in this respect, so that it may truthfully be said of each one of them, ‘He is a good railroad man.’ It is worth a lot to the individual and also to the Company.”

**W**HAT have you done toward reducing the accident list?” continues Mr. Grace. “We are still having them, many of them, many of them slight, but now and then a serious one.

“Very, very few may be termed unavoidable; in nearly every case someone contributes directly or indirectly to the mishap. When an employee is directly responsible, discipline follows, as a matter of course, and when indirectly responsible he receives a caution.

“Twice each month the record bulletin of merits and demerits lists the various offenses and the penalties, that all may take a lesson and avoid such failures in future.

“We are entering upon a new year and should begin now to make it a safer year, therefore a better and more prosperous year than 1923.

“Our contributions to a safer year may be specifically manifested by not doing those careless things which eventually bring us trouble, and by promptly reporting all such cases coming under our observation, that corrective action may be taken. The principal causes of avoidable accidents are:

Violation of speed restrictions.

Failing to have car under proper control.

Failing to make allowance for unexpected movement of autos ahead.

Starting cars without knowing steps are clear.

Starting cars without proper signal.

Moving cars over switches without

making sure that switch is properly lined.

Delayed and short flagging.

The observance of greater care with respect to the foregoing will surely make for a safer year; we take a chance if we fail to observe proper care.

“Let us make one good resolution and adhere strictly to it:—‘Never take a chance.’”

**I**N returning in person a lost handbag found on his car to a patron's residence, where he subsequently refused to accept a reward, the honesty and well-meaning of one of our Trainmen is beyond question. However, in failing to observe the rule in connection with lost and found articles there might have developed under such circumstances conditions which would have imposed serious financial loss upon the Company.

To illustrate the point: A few years ago upon receiving from a Trainman a purse lost upon one of our cars the patron claimed that the diamond in the ring had been removed and in its place a fake glass inserted. For a time a serious legal action threatened and had the matter been decided by the court it is possible that the Company

### Watch This Error, Mr. Conductor

**T**HERE seems to be a general misunderstanding among Conductors regarding refund of fare to passengers who leave 60-ride 40-day commutation tickets at home. In such cases, cash fare receipts are issued by many Conductors, who tell passenger that refund will be made upon application to Ticket Agent, Passenger Traffic Department.

This is in error, as the provisions of the tariff under which 60-ride 40-day commutation tickets are sold do not permit of making refund where passenger inadvertently leaves book at home or elsewhere. Conductors are evidently confusing the ruling which permits refund under these conditions on Calendar Month and Week Day commutation tickets, on which it is proper to issue cash fare receipt and instruct passenger to apply for refund at Passenger Traffic Department.

Our patrons are put to considerable annoyance and trouble under such circumstances and ill-feeling is created when we are forced to refuse to make refund. Conductors not familiar with these rulings can find full details in tariffs.

would have been held responsible, on the theory that having been found by one of our employees responsibility for its safe keeping rested with the Company.

The intent of existing rules is that employees should return lost articles found on cars only when loss is discovered before the patron leaves the car and only then after identity is fully established. In such cases a receipt should be secured from both the claimant and witnesses. The existing rule states just where lost articles should be turned in and all Trainmen should be fully familiar with its provisions.

### WESTERN TROLLEYGRAMS

By E. C. Brown

There is great rejoicing in the family of L. L. Pierce, of Hammond St., Sherman since the arrival of a baby boy. “Daddy” Pierce is wearing a four-inch smile and it is said that from the Stork's assortment this baby is a winner.

All right boys for a repeater! Let's try to make all of our get-together meetings as big as our January meeting. Next one will be held at the P. E. Club on February 20th.

Motorman K. J. Bordelon has a perfect right to be all puffed up with pride for it was his daughter, Miss Lorraine Bordelon, aged two years, who won First Prize in a Baby Beauty Contest held recently in Dallas, Texas.

The North Carolina State Society of California will no doubt have a new member soon. Our genial Conductor J. C. Gaddy has just returned from Raleigh, N. C., where he took unto himself a Southern bride. Our good wishes are extended.

To the employees of the Pacific Electric Railway, Ocean Park, the Officers and members of Ocean Park Camp No. 8164, M. W. A., wish to extend their sincere thanks for the generous Christmas donation to Mrs. L. A. Walls, wife of Motorman L. A. Walls whom we are glad to advise is now convalescing at the Woodmen Sanitarium at Woodman, Colorado.

Muriel—“I don't intend to be married until after I'm thirty.”

Mabel—“I don't intend to be thirty until after I'm married.”—Life.

First Englishman—“Charley, did you hear that joke about the Egyptian who showed some tourists two skulls of Cleopatra—one as a girl and one as a woman?”

Second Ditto—“No; let's hear it.”—Gargoyle.

Teacher—William, what three words are most used in the English language?

William—I don't know.

Teacher—Correct.—Exchange.



## ACCOUNTING DEPT. NOTES

By Don Goldworthy

Just can't keep "Clem" Smith out of the news. However, this appears to be his last stand, as, effective January 31st he left the service to go in business with his father. He took with him a fine camping trunk with all the fittings as a token of appreciation from this Department, where he has continually worked for the past fourteen years.

Clem's resignation caused several changes in positions, Mike Levin taking over his old Disbursements Bureau again, while Harold Kuck, R. Brewer, E. Moyer, E. Uecker and C. Arm-brewster took a step upward all mentioned in receiving new positions.

Dan Cupid took some shots at us this month, the following being the result of his arrows:

Bill Collins, our genial A. R. A. expert, became the husband of the former Miss Elizabeth Walsh of Pasadena. After removing the signs from his desk and forbearing considerable kidding from the gang, he took home a fine case of silverware and wishes for the best luck in the world from all. He followed the fine custom of cigars and candy.

Miss Alice Gavin, Stenographer became the bride of Ed. Brown of the Superintendent's office, they spent their honeymoon in San Diego. Our sincere wishes for eternal wedded bliss.

Several of the boys are still interested in the wonders of radio and have graduated to the single tube set class. Of course they all try for long distance reception and we understand that R. E. Labbe gets Portland, San Francisco, and Oakland quite frequently, while Harold Kuck can only get as far as San Francisco and Oakland. Earle Moyer reports that he consistently gets K. F. I. with one of his famous portable (by truck) long distance sets. They say he calls his sets "long distance receivers" because the stuff they do bring in sounds so far away.

Mrs. E. Carruthers' little girl was recently ill with diptheria, but we are very glad to report that she is now well on the road to recovery.

Miss Kuck of the Stenographic Bureau has also been ill for several weeks, but is now improving rapidly.

Miss D. Watson is on a months' leave of absence.

Arthur Mulligan who checks the paid vouchers and pay checks is to have as a helper, Francis Stewart; this on account of the large volume of this class of work now handled.

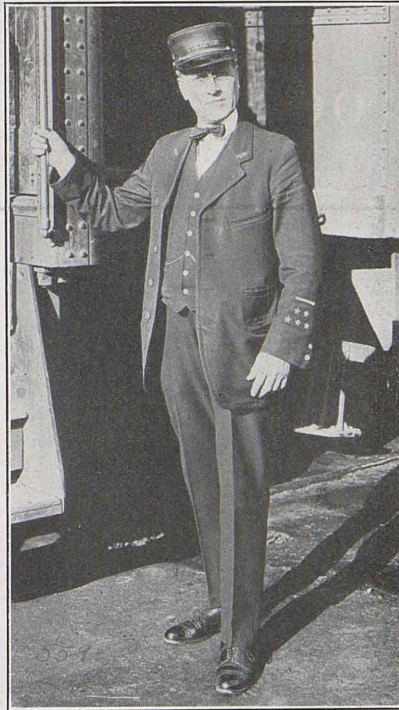
### Long Time on the Road

He (during the interval)—What did you say your age was?

She (smartly)—Well, I didn't say; but I've just reached twenty-one.

He—Is that so? What detained you.  
—London. Answers.

## Showing the Human Side of Electric Railways



Conductor S. R. Mitchell

**D**OUBTLESS many of our employees have wondered what the motive was behind the running of placards in cars during the last month or so entitled "The Men Behind Electric Railways," the first of which displayed Motorman Joseph A. Schenck, one of 900 Motormen on the Pacific Electric System and one of the 75,000 Motormen in the United States. The second of the series which recently appeared contained the portrait of S. R. Mitchell, Conductor on the Northern Division, one of 1100 Conductors of The Pacific Electric and one of 17,000 Interurban Trainmen in the United States.

The reason for the publication of these placards and the information contained thereon is to show our patrons the human element of the electric railways and the men behind the industry in its many departments. Before the series is concluded, a representative of each of our various industrial elements will be depicted. The cards shown are a portrayal in fact of the human element of electric railways and are an attempt to bring home to our patrons the many men employed that really represent service to them.

The subject of the card now running, S. R. Mitchell, has been in the service of this Company longer than any other Trainman, having been employed on February 22, 1899, which, with the two years seniority given him a few years ago, makes his service 27 years.

Mr. Mitchell is one of the best

## WAREHOUSE DEPT. NOTES

By Daniel Sanchez

Some of our new "Additions and Betterments" are Seymour Lipshultz, Jas. Brownlee, and Adolph Altenberger. These gentlemen came to the Cashier's Department recently and "P. E. P." seems to be the motto of the trio.

It is encouraging to hear the good news that Charlie Shaffer, who has been on the sick list for some time, is slowly getting better. We hope to see him back on the job before many days.

It was a great and keenly felt loss when Fred Collman of our department was called to the Great Beyond. We wish to express our sincere sympathy to his bereaved family.

A. H. Ingold, who has been with the Cashier Department for some time, has been transferred to the Claim Department.

Our Revising Clerk, Chas. Salazar, has been confined to his home on account of sickness. His absence is greatly felt and it is hoped that it will be of short duration.

News is received of the arrival in Mexico City of our Night Foreman, Albert Gilbert. Shortly thereafter dispatches told of the start of the Mexican Revolution. S'matter A1?

Chas. Holt was the victim of a very painful accident when he was attempting to open the door of a car containing paper. A roll of paper fell on his head causing intense suffering, but from which he is expected to recover in a very short while.

A complete recovery from a recent sickness has enabled Edward Walker to return to his old duties, which brought forth rejoicing for his absence has been felt throughout the Department.

known Conductors on the Northern Division of our system, as well as one of the best liked because of his courteous attitude toward his patrons, his unfailing good humor, and his strict attention to his business. He is a living example that courtesy and efficiency are co-relative.

For 27 years he has rendered splendid service to the public and to his Company on the Pasadena Short Line, Oak Knoll Line, Pasadena City Lines and is now in service on the Mt. Lowe Line. He began under Superintendent "Billy" Smith, and has reported in sequence to Superintendent J. B. Rowray, now General Manager, Northern California Electric Co., J. C. McPherson, now Superintendent East Bay Electric Co., of Oakland, General Superintendent Annable and Superintendent Bradley, and his many friends hope to see his happy countenance and courteous demeanor aboard a Pacific Electric car for many years to come.

# Our Duty to Serve Courteously

## Official Points Out Obligation to the Public Who Pays Salaries

By F. L. ANNABLE,  
General Superintendent

**T**RAINMEN, agents, ticket-sellers and many others of the employees represent the Company in thousands of transactions with the public every day and upon their acts depends the good opinion of our patrons toward the Company. Some employees of many years service can point with pride to a record of uniform courtesy and consequent goodwill from the public, while others, because of lack of proper self-control in moments of stress have caused ill-feeling and have been responsible for loss of friends and patronage.

We do not need to be told that courtesy pays; we have all tried it at least once and proved it. True courtesy is from the heart and thinks not of reward. It is founded on the desire to make others happier. Some people have that attitude toward all they meet and without conscious effort in their endeavor to help others make their own path through life smoother. Years ago I heard of a man who "knew a lot of mean little things, but didn't do them." Many of us, perhaps, know a lot of pleasant courtesies we could extend and neglect to do it. Perhaps we are like the Conductor who had been scolded by a passenger who ended a tirade by exclaiming, "The Company ought to teach you manners." He replied, "I know them, Madam, but they don't seem to fit in this case." Would not it have been more courteous for him to have replied that he was sorry the incident had occurred, even though he felt that he was entirely in the right?

### Duty Involved

We have started on a new year which promises to be the biggest year the Company has ever had. Thousands of new people are coming into Southern California every month. Most of them ride on the Pacific Electric cars. We have a chance to impress them at once with the fact that we are a fine lot of courteous men working for the best electric railway in the country. That means that they will want to ride again, and the more they ride the more the Company's revenue. As all we draw in salaries, must first be collected in some manner, it is not difficult to see that we are all interested directly in making the very best possible impression on all these people.

Safe operation, of course. Courteous treatment, of course. Careful attention to the needs of those who want to ride with us. Stop for them—don't run by them. Call the streets or stations audibly and distinctly, and if a passenger is carried past his station and claims that you did not call

it, don't argue that you did, but tell him that you are sorry he has been inconvenienced—that it is all your fault, and that you should have known he wanted to get off there.

Answer questions intelligently and with interest. Yes, help the elderly ladies and the children on and off the cars, and occasionally an old gentleman needs a helping hand. Don't leave a hat check in a passenger's hat. This is a small courtesy we owe him, having stuck it in his hat band. No one likes to walk down Broadway with the hat check still giving evidence that he rode in with a careless Conductor on the P. E.

Courtesy toward fellow employees, toward those in positions subordinate to ours and toward those in higher places is expected and required by the rules. In the hurry of the day's work sometimes this matter of our relations toward our fellows in the service is overlooked. It pays not to forget it.

### Public Pays Salaries

It is easy to avoid a quarrel by applying a little courtesy at the start. All of us know some fellow who would rather fight than eat, but we don't admire him very much. The rules were made for the guidance of such men as well as the rest of us. Read rule 17, in the Transportation Department rule book:

"In all matters not fully covered by these rules and regulations, employees must bear in mind that they are engaged in a public service, in which they are constantly called upon to exercise great patience, forbearance and self-control. Politeness and courtesy are elements of character necessary to success of the service and success of the employee. Controversy and complaint are avoided by self-control, without which no man is master of any situation."

Remember that these people who ride on our cars and pay their money to do it are the people who pay our salaries. They should get the same treatment we want to give the boss when he comes around. If we don't please them they will not patronize us. We need friends, we need patrons and we need a good reputation for courtesy in our community.

Will you do your part as a man and an employee?

### The Veteran

Judge: You say that when this man's car ran over you, both legs, your left arm and your nose was broken. Was that when you lost your left ear?

"No, your honor, I lost that ear four reverts ago.—Life.

## START MOTORBUS SERVICE TO GRIFFITH PARK

Replacing service formerly operated by the city, operation of bus service to Griffith Park was started January 5, by the Los Angeles Motor Bus Company. The buses run from First street and Vermont avenue, north on Vermont to Los Feliz boulevard and north on Park Road to the Field House. The distance is 6.60 miles. The fare rules are as follows:

Six-cent fare between First and Vermont avenue and Hillhurst avenue and Los Feliz boulevard. Includes transfers to and from Pacific Electric local street cars or Los Angeles Motor Bus lines, where such lines cross or intersect Griffith Park line, to any point within the Hollywood-North Western avenue six-cent fare zone.

Ten-cent fare between Hillhurst Ave. and points south thereof, includes transfer to and from bus lines of the Los Angeles Motor Bus Company, local street car lines of the Pacific Electric Railway Company, street cars or buses of the Los Angeles Railway where such street car or bus lines cross or intersect the Griffith Park Bus line.

Ten-cent fare between Hillhurst Ave. and Picnic Grounds, Griffith Park. No transfer privileges.

Fifteen-cent fare between Hillhurst Ave. and Field House, Griffith Park. No transfer privileges.

## PASADENA PICKINS

By P. H. Riordan

Three of our good men who have suffered from sickness and operations at the Pacific Hospital are convalescing and expect to return to work soon. They are Asst. Trainmaster Smith, Conductor Goddard and Motorman Lathem.

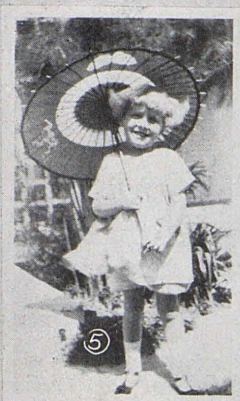
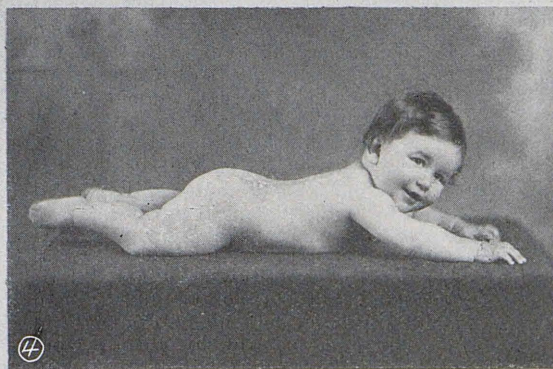
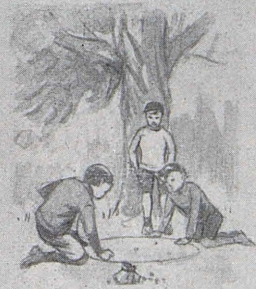
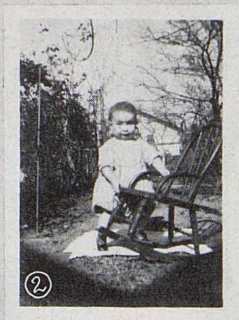
Conductors Ed. Kohler and R. Ferry are on their vacations. Conductor Flint and Motorman Hayes also spent a happy day recently in Antelope Valley hunting for rabbits. Modesty prevented them from saying just how many they killed.

Another bus line was started in Pasadena on February 1st. It will be known as the Michilinda Line and extends from the end of Lamanda Park Line to Michilinda.

Several inquiring members have asked about the immense amount of smoke that has been encircling itself about Pasadena during the month. The mystery was cleared, however, upon being informed that Conductor Alshire was the papa of a new boy and Conductor Glines the daddy of a baby girl. Smokes were passed and the children and parents are all well and happy.

One of the Conductors who made a good resolution for the New Year is Conductor R. C. McPherson who, it has just been learned, has joined the band of benedicts. He has the congratulations of a host of well wishers.

# JUNIOR MEMBERS *of the* PACIFIC ELECTRIC FAMILY



The above photographs are a part of the response received to our query last month "have you a little fairy in your home."  
 1.—Madeline Riordan, 2½ years, daughter of Conductor K. K. Riordan, No. Div.  
 2.—Jewell Beverly Johnson, 11 mos., daughter of Z. R. Johnson, Bus Opr., Santa Ana.  
 3.—Dorris Estelle Eagan, 4½ years, daughter of Conductor Arthur Eagan, West. Div.  
 4.—Donald Walter Correa, son of L. M. Correa, Asst. Chief Draftsman, Torrance.  
 5.—Peggy Jean Layne, 4 years, daughter of D. W. Layne, Trav. Freight Agent.  
 6.—Elizabeth Rowena Babcock, 2½ years, daughter of Alvin E. Babcock, Conductor, No. Div.  
 7.—Dolores and Donna Tang, 4 years, twin daughters of Adolph M. Tang, Yardmaster, Butte Street.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms Wednesday, Jan. 2, at 2:15 p. m. The following members were absent at the time the roll was called: R. L. Brainard, A. E. Norborm, L. H. Covell, H. A. Wilkerson, B. B. Hattinger, Leo Burster, A. E. Stowe, George W. Potter, H. C. Bidwell, Laird Hail, W. M. Brooks, J. A. Bertleson, E. S. Mills, N. D. Gilbert, J. W. May, A. Keane, S. A. Bishop, S. H. Anderson and C. H. Burnett.

The minutes of the last meeting were read and approved. Then the following reports were read concerning the funds held by the Manager:

<b>Club Fund</b>	
Balance 12-1-23 .....	\$ 636.32
Receipts .....	1,093.50
<hr/>	
Total .....	\$1,729.82
Expenses .....	\$ 379.70
<hr/>	
Balance 12-1-23 .....	\$1,350.12
<b>Relief Fund</b>	
Balance 12-1-23 .....	\$ 46.90
Receipts .....	649.90
<hr/>	
Total .....	\$696.80
Paid Out .....	659.00
<hr/>	
Balance 12-31-23 .....	\$ 37.80

### Unfinished Business

Mr. Severance states that practically all of the furniture for the furnishing of the Club Rooms at San Bernardino has arrived in that city. The new benches which are being constructed by the Engineering Department for the Club Rooms at San Bernardino are nearly finished and will upon their completion be sent to that place, affirmed Mr. Manley.

Mr. Vickrey stated that the order has gone through for new table tops for the pool tables at the Macy Street Club Rooms.

The following statements were made by the members concerning the subject of educational advantages for Pacific Electric Railway employees:

Mr. Spencer, Committeeman from the Mechanical Department at Sherman, stated that he was unable to get any favorable replies among his employees at that place.

Dan Finley, also was unable to find anyone at his end of the line.

Representatives from the Blacksmith Shop and Machine Shops at Torrance stated that they found many who are much interested in the subject of educational advantages.

Mr. Sims says that he knows of several in the Mechanical Department at San Bernardino who are much in favor of it.

W. J. Drake spoke of several who are desirous of taking advantage of more educational work in addition to a number who are now regularly enrolled in various courses at local schools.

The California School of Technology has among its students several of the Pacific Electric employees, one of the Committeemen stated.

Geo. Orr says that at the present time from eight to ten of his men are now enrolled in special courses and that he thinks that more will eventually follow along various lines. He suggests that a questionnaire be gotten out to determine the subjects in which the various employees are interested.

Mr. McCall of the Store Department, stated that many in that department would be glad of the opportunity for more schooling.

After these were carefully discussed and commented upon, the President stated that Mr. Vickrey and he would make a further report on the subject at the next meeting.

### New Business

Mr. Lovell gave the following points concerning the insurance which has been taken out by the employees:

The present number of employees enrolled is estimated at 90 per cent. The policies are now ready for distribution to the members who signed during the month of December. Each policy will be accompanied by a letter which should be signed by the employee and returned to certify that said policy has been properly received. The insurance went into effect on January 1, 1924:

In case of death, the head of the department in which the deceased was employed will receive a certificate

which he will have the beneficiary sign and return accompanied by the policy, which will enable the Insurance Company to make proper and prompt payment.

Each employee is expected to sign up for the \$250 insurance when he has been in the employ of the Company six months. If he refuses to sign up for the \$250 free insurance, the foreman is expected to send in his name so that the Company may have each of its employees insured.

No deaths occurred during January among Mortuary Fund members.

## P. E. CLUB BULLETIN

February 12, 1924, to March 11, 1924.

**Tuesday, Feb. 12:**  
P. E. Masonic Club will meet in the Auditorium at 8:00 p. m.

**Wednesday, Feb. 13:**  
Rod and Gun Club at 8:00 p. m.

**Thursday, Feb. 14:**  
Club Dance in Auditorium at 8:30 p. m.

**Friday, Feb. 15:**  
Motion picture show in Auditorium at 7:45 p. m.  
Northern Division Safety Committee meeting at 2:00 p. m.  
General Staff meeting at 10:00 a. m.

**Monday, Feb. 18:**  
P. E. Band rehearsal at 8:00 p. m.  
P. E. Chorus rehearsal at 8:00 p. m.

**Wednesday, Feb. 20:**  
Trainmen's meeting at 8:00 p. m.

**Thursday, Feb. 21:**  
Club Dance in Auditorium at 8:30 p. m.

**Friday, Feb. 22:**  
Motion picture show in Auditorium at 7:45 p. m.

**Monday, Feb. 25:**  
P. E. Band rehearsal at 8:00 p. m.  
P. E. Chorus rehearsal at 8:00 p. m.

**Thursday, Feb. 28:**  
Club Dance in Auditorium at 8:30 p. m.

**Friday, Feb. 29:**  
Motion picture show in Auditorium at 7:45 p. m.

**Monday, March 3:**  
P. E. Band rehearsal at 8:00 p. m.  
P. E. Chorus rehearsal at 8:00 p. m.

**Wednesday, March 5:**  
Executive Committee meeting in Assembly Hall at 2:00 p. m.  
Southern Division Safety Committee meeting at 2:00 p. m.

**Thursday, March 6:**  
Club Dance in Auditorium at 8:30 p. m.

**Friday, March 7:**  
Western Division Safety Committee meeting at 2:00 p. m.  
Motion picture show in Auditorium at 7:45 p. m.

**Saturday, March 8:**  
Agents meeting in Assembly Hall at 8:00 p. m.

**Monday, March 10:**  
P. E. Band rehearsal at 8:00 p. m.  
P. E. Chorus rehearsal at 8:00 p. m.

**Tuesday, March 11:**  
P. E. Masonic Club will meet in Auditorium at 8:00 p. m.

## Club Movie Program

**Friday, Feb. 15:**  
Main feature: "The Call of the Canyon," with Richard Dix.

Comedies: "Broke" and "West Is West."

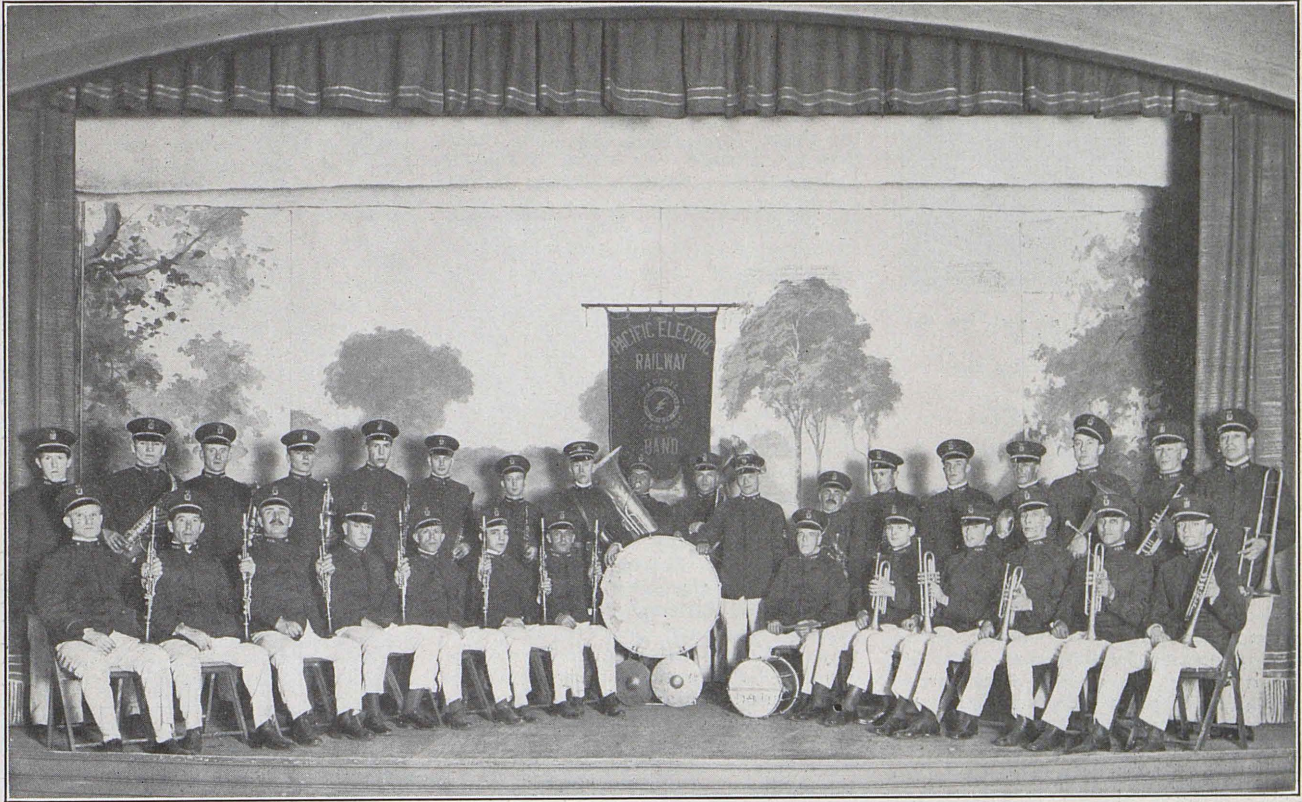
**Friday, Feb. 22:**  
Thomas Meighan in "Woman Proof," as the main feature. "Moving," Cameo comedy.

**Friday, Feb. 29:**  
Main feature, Agnes Ayres in, "Don't Call It Love."  
Comedies, "Back Fire," and "Mermaid."

**Friday, Mar. 7:**  
Main feature, Bebe Daniels in, "Heritage of the Desert."  
Comedies, "Navy Blue" and "Wrecks."

**Friday, Mar. 14:**  
Main feature, "Big Brother," all star cast.  
Comedy, "The Speeders."

## BEST IN SOUTHLAND, AIM OF P. E. BAND



Decked in their natty new uniforms, the Pacific Electric Band rendered a most creditable recital at the Club recently.

### ANNUAL BALL AT REDONDO PROVES GAY EVENT

With an attendance rivaling that of any similar gathering in the past the Annual Ball of the P. E. Club, held Monday evening, January 21st at the Redondo Beach Auditorium, will be remembered as the most pleasant ball yet given under the Club management.

The P. E. Club orchestra was selected to furnish the music for the occasion and it was of such quality as to bring forth much favorable comment from the dancers. As stated in the Magazine last month the music now being furnished by this orchestra rivals that of many public dance halls in the city and its members never played better than on this important occasion. Again let us state that employees who dance are missing some pleasant entertainment if they fail to attend the Club dances held on Thursday night of each week.

Club Manager Vickrey saw to it that all details were arranged looking to the pleasure of those attending. Souvenirs were distributed in large numbers, tasty punch was served in copious quantities and talented piano and voice soloists rounded out an evening all will recall as a most pleasant one. Several special trains from distant points on the system were also arranged for.

**R**ANKING among the best of industrial bands in Southern California, the Pacific Electric Band has made excellent progress in recent months and is now playing in the best form attained since its reorganization in January, 1923. Like all worthwhile accomplishments, the rendering of good music is not achieved without intensive effort and through the weekly rehearsals held each Monday evening at the P. E. Club the present degree of proficiency has been acquired.

It is the earnest desire of the management to still further improve the band, both in the quality of its play, as well as the enlargement of its membership. The Company has long supported the band in a liberal way financially and otherwise, the degree of its support being evidenced by the recent purchase of uniforms, the cost of which aggregated approximately \$2,000.

Employees who play band instruments have the opportunity of increasing their musical talents by availing themselves of the chance now open to them. It is particularly desirable that new members be secured at an early date, as special engagements are to be played soon and during the summer months it is hoped to arrange a series of Sunday concerts at various points in Southern California. An excellent library of standard new and

popular music has been secured for the coming engagements and every incentive is given to making the band the best in this district.

Last year engagements were played at Monrovia, the Tournament of Roses, Music Week Parades, Torrance, Alhambra and Manhattan Beach. In recognition of the band's recital during Music Week a silver cup was awarded to our organization as second prize, being presented to Director Watson in acknowledgment of his worthy services.

The affairs of the band are conducted by the following persons: N. B. Vickrey, president; J. T. Watson, director; Earl Moyer, manager and A. Zahradnik, secretary and librarian. Employees desiring information concerning the band should communicate with Mr. Moyer at the P. E. Club.

### Goat Gets An Earful

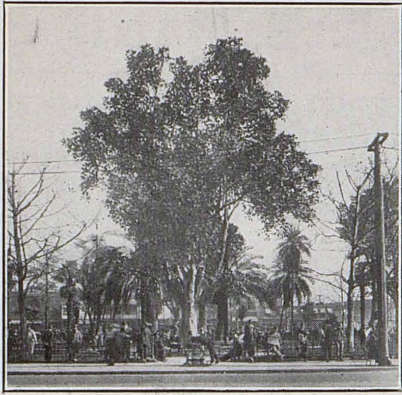
A man "buted in" at a waiting line before the ticket window at the railroad station the other day, and the men who were in a hurry glowered.

"I want a ticket for Salem," said the man, and put a fifty cent piece in the window.

"You can't go to Salem for fifty cents," returned the ticket seller.

"Well, then," said the man, "Where can I go for fifty cents?"

And each of the fourteen men in the waiting line told him where he could go.—Contributed.



The Plaza, the haven of rest for the Main Street habitue

## Main Street

Continued from Page 4

"Hip" as the old "Panorama,"—erst-while home of the six day bicycle races! And just across the street is the old Belasco Theatre. Why, it was only yesterday that it opened as our newest and finest showhouse, with Lew Stone as leading man—now its the home of the mellow-drammer as peddled out by the "Fearful Eve Company."

Every other door, it seems, marks the entrance to the home of the wild-west picture show. Demoralizing? Not a bit of it. Isn't virtue always gloriously triumphant and doesn't villainy invariably get it where the bottle gets the cork? Well!

Take note of the saddle and harness shop. "Saddlery and Finding"—isn't that reminiscent of bygone days? And I've always wondered what "finding" meant. Look at that Spanish-bit! Slip that in the mouth of the most unruly of broncos and just a light tug at the reins would fill his mouth with blood and his mind with doubt. And that saddle of embossed leather and hand-wrought silver! Doesn't it cause the present to melt into the past, and conjure up visions of brave caballeros with jangling spurs dashing up Main Street in the brave days of the old to some Fiesta at the old Plaza? The same old Plaza that some now propose to bury under a busy railroad yard.

Notice how Main Street loses some of its cosmopolitanism as we pass First Street and near the old Temple Block? More and more it takes on the appearance manners and customs of the race who established the Los Angeles that was more than one hundred and forty years ago. Mexican news-stands line the sidewalks—a shoe shop becomes a Zapateria; each corner has its tiny dulce cart, with the native confections that appeal to the Castilian palate. There are theatres—both for pictures and the other kind—catering exclusively to Mexicans, and finally, when the Federal building is left behind (as a matter of fact, it

was left behind, in the sense that it was outgrown, before it was completed), and as we reach the Plaza we find a real city of old Mexico—set in the heart of this modern polyglot of Babble-on.

### Its Charms Endureth

I have said that the charms and interest of Main Street endure because they have largely resisted change, and to those who will say that only through change can come progress, I answer that there are some things too fine to change. Could you hope to improve the old Plaza church by changing its present form. Would it be improved, think you, were a shining tile floor to replace its age-old bricks—worn smooth by the shuffling of bare feet throughout the years it has stood, a haven of refuge to all who came to its cloistered walls?

Would it improve the soul of Los Angeles were the old Plaza to be destroyed in order to make way for the march of Progress? Not on your life—not even with a capital "P."

And would Main Street be improved, by the making of it into another Broadway or Hill Street—with strings or pearls in glittering show-windows taking the place of strings of chili peppers festooned over opened doorways? Would the doing away of the dancing lady in the unholy show we first visited be any decided step in the direction of reform if we substitute the perambulating holy shows we meet by the thousands on other more refined streets? Think it over, before you draw your skirts daintly aside and condemn Main Street as a place to be avoided because its a hang-out for bums and come-on guys. Why not visit it yourself? You'll be as safe as were you strolling down Broadway. This despite the reference above to Sheiks, take it from me, for every one of that loathsome creature on Main Street, you'll find a hundred of him on Broadway.

And now, let's cross over here to the other side and start back; notice the ———. What? You're tired?

## TAX BILL OF RAILWAYS NOW EXCEED \$1,000,000 A DAY

"While the railways themselves have been making new records of various kinds another railway record is being made in a matter over which the roads have no control," says the "Railway Age," in commenting on statistics of the Interstate Commerce Commission for November, 1923, recently made public which disclose that in that month the tax accruals of the Class 1 railways amounted to \$30,386,092 or \$1,012,870 a day.

"This was the first month in history when the tax accruals of the railways exceeded a million dollars a day.

"The steadiness and persistence of the increase in railway taxes regardless of all changes in the volume of business in earnings and in operating expenses," says the "Railway Age," "is illustrated by the following statistics giving the tax accruals in November of each of the last six years:

"1918, \$15,910,000; 1919, \$18,820,000; 1920, \$22,343,000; 1921, \$25,042,000; 1922, \$27,284,000; 1923, \$30,386,000.

"Since 1919 the taxes paid by the railways have regularly exceeded the cash dividends paid by them. In 1922, the taxes of the Class 1 roads exceeded their dividends by about \$34,000,000. The total taxes of these roads for 1923 are estimated at over \$330,000,000 and if they continue to increase in 1924 as they did in 1923, they will amount this year to approximately \$365,000,000. This would exceed the dividends paid by these roads in any year since 1914 and would be equivalent to a dividend of five percent on all their outstanding stock.

"In the opinion of the 'Railway Age' a restoration of pre-war railway rates also should advocate a restoration of pre-war railway taxes.

"The taxes of the railways are now about 170 percent greater than they were ten years ago."

Oh, all right—we'll ride back on the car.



Looking north from the Temple Block

## UNIT BASIS BEST PLAN FOR COMPILING STATISTICS

"That this is the age of statistics, there can be little doubt, when we pause to contemplate the huge mass of figures which are presented to us in the daily papers, the magazines, reports and other publications serving various interests, all purporting to portray certain quantitative facts and conditions," submits L. H. Appel, Assistant Superintendent of Power. "In other words, what is wanted today in modern industry are facts about figures, and not figures about facts."

"Statistics are compiled and presented for public and private consumption regarding practically every topic and subject, and seemingly in about every possible arrangement, both in tabular and graphic forms in the effort to assist in their proper interpretation by the reader. Whether or not they all reach their ultimate goal or serve any useful purpose is not within the scope of this article to say.

"It probably can, however, be safely stated that the average reader pays very little attention to statistics unless they are presented to him in an appealing form. Commonplace preparation of figures make dull reading. Complicated graphic charts and long columns of figures and in quantities far beyond the comprehension, are difficult to analyze and their value is undoubtedly lost as far as the general public is concerned. Many statistical tables and charts are incomplete and not capable of being analyzed or reduced to a form readily understood.

"Almost everyone is interested in facts, and particularly so when they apply to their own particular line of endeavor, so that statistics prepared for either the general public or employees of any line of industry, to be of value, must be presented in a manner readily understood.

"While brief reference has been made to the compilation of statistics and their acceptance by the public and employees in general, relatively of more importance is the ability and development of the faculty to analyze compilations of figures, and the ability to analyze is dependent upon the development of the faculty to reduce a mass of figures to comparatively simple unit quantities. By this method, intangible quantities become tangible and capable of being visualized.

"Viewed from a unit basis, an apparently large increased expenditure for a particular commodity or supply may reveal the necessity for further increasing the expenditure. A review of certain industrial accomplishments as a whole may appear very satisfactory, but when reduced to a unit basis, may indicate a material slackening up. A foreman may consider his output for a specified period as compared with a similar but previous period very flattering, but analyzed on results obtained per man hour available, may cause him to reflect a bit.

"Considering more concrete and practical examples; pounds of trolley wire used per year have an altogether different significance when compared

## P. E. Employes Lives Are Insured For \$7,886,250

**J**UST prior to going to press Auditor Lovell furnished the following interesting information in connection with Group Insurance Plan:

In January employees of this Company were covered by Group Insurance to the extent of \$7,886,250. Of this amount, \$2,328,250, was furnished to employees free, the Company paying \$2,328.25 monthly premium thereon.

Of the remaining \$5,558,000, the Company pays an additional amount of \$1,648.35, this sum representing a part of the premium on additional insurance applied for by employees. In other words, the Company pays the Insurance Company \$1.00 per thousand per month for the free insurance furnished employees and 30 cents per month on every thousand dollars of additional insurance subscribed for by employees.

The above covers 5,439 employees, who, of necessity, must have been in service more than six months.

with miles of wire replaced and total system single track mileage. The cost and amount of electrical energy consumption used per specified interval reveals actual operating results and conditions when considered together with ton miles hauled, and thus can this list of examples be indefinitely extended to all departments and industries.

"Each line of activity naturally has its own characteristic units, but this does not interfere whatever in the application of the unit basis of comparison or analysis. It is only by application of the unit analysis that we can consistently make use of that valuable assistant, the law of averages, in connection with past records as applied to future activities.

"Observation will reveal that the successful executive has this ability to reduce figures to a unit basis. Even though he may be unfamiliar with the subject at hand, he instinctively searches the report or conversation for the real essence of the subject matter, or if faced with a maze of figures and statistics quickly reduces them to a comprehensible unit. By this method he is able to disregard non-essentials and obtain the fundamentals, and analyze conditions with facility."

### Prepared for the News

"This is indeed very sad, sir," said the physician. "I regret to tell you that your wife's mind is completely gone—Completely gone."

"I am not at all surprised, doctor," replied the husband. "She's been giving me a piece of it every day for the last fifteen years."

## HEROIC ACT OF LINEMAN SAVES MAN'S LIFE

Early on the morning of January 30th, Ross I. Baldwin, one of our Lineman, risked his own life to save that of H. Jansen, an employee of a local house moving company, who was slowly being electrocuted.

While workmen were engaged in moving a house across the Pacific Electric right of way at Rose Avenue, near San Marino, on the Monrovia Line, Jansen came in contact with a high voltage wire. Baldwin seeing the plight of the unfortunate man, quickly hurried to his rescue, fully aware of the danger of the high voltage lines. In disengaging the man from the wire, Baldwin was also badly burned, however, from the hospital reports indications are that the burns will not prove fatal to either of the injured parties.

### A LIVE CORPSE

"Electric railways purchased 4,029 new cars and locomotives in 1923—more than in any year since 1913, and 14 per cent more than in 1922," says the Electric Railway Journal.

"In addition they rebuilt 1,256 cars and purchased 621 new motor buses. They built and rebuilt 1,114 miles of track—more than in any year since 1915. Of this, 260 miles was extension of lines, which is the most in any year since 1919.

"Though many felt that the advent of the bus spelled the doom of the railway, the railways are not only extending their rail lines but they are rapidly taking up the bus as an auxiliary and feeder, thus making complete the transportation service in their communities."

### STATE STOPS BUSES

The Ohio State Public Utilities Commission has taken its initial step in the direction of saving Ohio's interurban railroads from disaster because of the competition of the motor bus.

In an order just handed down the commission refused to grant certificates to five motor bus owners, operating between Columbus and Portsmouth, by way of Chillicothe, on the ground that the traveling public between Columbus and Chillicothe is served adequately by the Scioto Valley Traction Company.

The commission's viewpoint was that the traction company is entitled to protection against competition that would prove to be disastrous to it because of the large amount of capital invested in the traction line, and that there is no definite assurance that the motor bus business is here to stay as a public transportation facility.

### Life Lines

Office Boy—"There's a man outside sir, that wants to see you about a bill you owe him. He wouldn't give him name."

Boss—"What does he look like?"

O. B.—"Well, he looks like you'd better pay it."

# Employees Receive Group Insurance Policies

## More Than 5,400 Policies Distributed to Employees Under Company's Group Insurance Plan

*In order that the various features of the Group Insurance Plan may be explained and clearly understood by all employees, we called upon J. A. Bertelson of the Accounting Department, who is in charge of details in connection with employees' insurance, to comment upon and explain such features as may not be clearly understood.*

*From time to time Mr. Bertelson will explain other features which develop and employees are welcome to call upon him in room 269 Pacific Electric Building for enlightenment regarding any phase of the insurance plan on which they may desire information.*

**B**Y THE time the Magazine goes to press those employees entitled to participate in the Group Insurance Plan will have received an official certificate issued by the Metropolitan Insurance Company of New York City. By "entitled" is meant those employees in the service of the Company for six months or more.

It is interesting to note that the lives of employees of the Pacific Electric are insured for more than \$7,500,000, and that there are in excess of 5400 policies outstanding, which means that number of individual accounts to be handled. The payment of claims are to be made from the San Francisco branch of the Metropolitan Insurance Company, thus insuring minimum delay. Two claims have already been made to the widows of Southern Pacific employees in Southern California and in both instances checks were delivered within less than 36 hours.

From queries made by employees it is evident that some of the most salient features of the Group Insurance Plan are not fully understood, particularly with regard to the amount of insurance to be received.

Employees who were in the service six months, but less than one year, on Jan. 1st last, should have received a policy with face value of \$250, the premium on which the company pays. On the completion of one year's service employees will receive a rider providing for another \$250 free insurance, plus the amount of additional insurance permitted by wage received, if applied for.

Those employees in the service more than one year on January 1st should have received a certificate form for the amount of insurance applied for (based on wage received), plus \$500 free insurance given all employees on the completion of one year service whether or not additional insurance is purchased at the wholesale rate provided.

It has been ruled that once an employee has become insured for additional, no reduction can be made regard-

less of subsequent decreases in monthly rate of pay.

Pay roll deductions were made from checks for the first half of January from employees who were in the service one year or more on Jan. 1st, 1924, and who had applied for the additional insurance, the deduction amounting to 70 cents per thousand dollars of insurance purchased. Insurance deduction for employees who complete their year's service at intermediate dates of the month after January 1st, will be made on the following plan:

An employee entering the service on January 6th, 1923, is eligible for additional insurance one year from that date. If additional insurance is applied for a deduction of 35 cents per thousand dollars will be made from the pay roll for the first half of January, which is one-half of the regular monthly rate and pays the insurance premium up to the first day of the following month. Thereafter monthly deductions of 70 cents per thousand will become effective. In other words, an employee who completes one year of service on any day of the month, be it the 2nd

or 29th, the initial premium payment will be charged at half the regular rate, which pays for insurance protection to the first of the following month.

Employees carrying insurance upon leaving the company's service will be charged for the month's premium in which they leave the service, both their free and additional insurance remaining in force until the first day of the following month. Those employees leaving the service should bear in mind the provision made that they have the option for a period of thirty-one days of obtaining from the insurance company, without medical examination an equivalent amount of insurance carried while an employee of the Pacific Electric at the rates which apply to his attained age.

Of necessity there is considerable amount of routine and detail work in connection with the proper maintenance of Group Insurance records and the close co-operation by all departments in rendering reports called for monthly will be helpful in keeping insurance data in a manner befitting of its importance.



Six thousand policies, representing approximately \$8,000,000 worth of insurance arrive for distribution to Pacific Electric employees.



# MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

**W**E HAVE but little to offer this month in the way of Mechanical Department news, but our Shops are running full blast and turning out a maximum of work. Concentration has been made on the eight new electric locomotives, and these will be released for service at an early date.

Miss Perman and Miss Cochran of Mr. Straub's office, Miss Wilson, hospital staff nurse and Mrs. Smith of Mr. Fenimore's office were hostesses to the Mechanical and Store Department office men at luncheon on Jan. 30th, from 12 noon to 12:30 p. m. The lunch, including a rich dark brown cake made by Miss Perman, was heartily enjoyed by all, in fact the three minute warning whistle seemed to be about twenty minutes early.

Rabbit Drivers Lost in Mojave Desert! Bill Hawkins, Bill Crossmyer, Tom Wilkes, and Chas. Boles left Lancaster following approximately 200 autos in the early morning. When daylight broke our friends discovered they were alone and no others in sight. The rest of the drivers had disappeared in the wastes of the desert, not even their dust in sight. Overcome with a wild, unreasoning desire for rabbits at any cost, they dashed headlong into the desert of sage and rabbit brush. When they "came to" they were approximately 50 miles from Lancaster and did not again see trace of the Drive. The Drive was arranged by the New York Hardware Co.

After 21 years and 4 months of continuous and well rendered service, Mr. Felix Colas, Draftsman at Torrance Shops has retired.

## ENGINEERING DEPT. NOTES

By A. J. Guercio

Passing tracks are being installed on the single track line on Echo Park Ave. The improvement will include signals for the regulation of traffic and the installations are being made to facilitate the handling of passenger service during the peak hours.

Crossover has been removed and main line tracks raised to grade on the Del Rey-Redondo Line between 13 and 14 Streets, Hermosa. This portion of the right-of-way, being in the business district, the city was granted easement for highway purpose.

Drill track on West 7th St. Long Beach is being extended and spur installed to serve Graham Bros. for the handling of rock and gravel.

To improve operating conditions on the Point Firmin and La Rambla Lines in San Pedro a second track is being installed from the Station at 5th and Harbor Blvd. to 7th and Pacific Sts.

Mr. Colas has had a very busy life



Felix Colas

Mechanic of the Paris-Lyons and Mediterranean Ry. Co., and had charge of Shops and car construction for the Franco-Belgian Ry. Co. He also owned and operated successfully a plant engaged in the manufacture of boiler tubes, etc. Later he was Master Mechanic of the Boleo copper mine in Lower California.

In October, 1902, he entered the employ of the Pacific Electric Ry. Co. and made many plans, drawings, etc., for cars, etc., as well as practically all drawings used in connection with the installation of the Central Avenue Power Plant.

He has indeed rendered valuable services to our Company and we all trust he will be spared many years to enjoy his truly well earned rest.

with double track curve connections to the north; 128 pound grooved girder rail construction will be used throughout.

Single track of the Long Beach-Wilmington Line on Ocean Park Ave., Long Beach, between Ocean Blvd. and Broadway are under reconstruction and will be paved to conform with the City's improvement of this street.

Three hundred feet of spur tracks have been removed from the property at the southeast corner of 20th and Long Beach Ave., Los Angeles, as this property has recently been purchased by the International Motor Truck Co. for warehouse purposes.

The reconstruction of four tracks leading into the Passenger Station at 5th St., San Pedro and paving driveway leading into the S. P. Co.'s depot has been completed.

Street crossing in Newport Beach over our tracks at 26, 19, 15, 9, 4,

## COMPANY NOW OPERATING TWO BUS LINES IN WHITTIER

Local bus service in the city of Whittier was inaugurated on Friday, February 1st, on which date two lines were put in operation. Each of these lines have the Pacific Electric station as their downtown terminus, their routes traversing a loop to the southern and northerly sections of the city.

A 6-cent fare is to be charged with transfer privilege between buses, thus affording service from the northern to the southern section of the city for one fare. The routes selected serve the most thickly populated sections of the city and is particularly advantageous in that every school is made accessible. The North Loop serves the Broadway and Dailey Street schools and the Union High School, while the South Loop gives service to the Whittier State School and the Penn Street School.

The South Loop bus will traverse the following route: East on Philadelphia, south on Painter Avenue to Whittier Blvd., Whittier Blvd. to Greenleaf Ave., north to Walnut Street, west to Pickering Avenue, north to Philadelphia and east to the Pacific Electric Station.

The route of the North Loop will take passengers east on Philadelphia, north on Painter, west on Broadway, north on Friends Ave., west on Luella, south on Pickering, east on Hadley, south on Milton, east on Philadelphia to the Pacific Electric Station.

During the greater part of the day a thirty minute schedule will be effective, the first North Loop bus leaving the downtown terminal at 6:00 a. m. and the last at 9:30 p. m. Service on the South Loop begins at 5:45 a. m. and the last bus leaves the Pacific Electric Station at 9:45 p. m.

Alvarado, Coronado, Adams, Palm, Washington, Main and "A" Streets are being reconstructed with girder rail and paved to conform to the improvements now being placed by the city.

On Sunday, January 6th, the ancient order of "Ax Welders" and "Table Finishers" boarded their trusty buzz wagons and through the still hours of the early morning wended their way through Saugus and Mint Canyons and across the icy desert to Big Rock Creek to the camp of one F. A. Bixenstein. The occasion was the felling of numerous trees to provide warmth in the F. A. B. Camp, during the long hard winter. Roll was called at the dinner table—none absent. Those present: Messrs. Crooks, Biehler, Manley, Gould, Tillitson, Guercio, Page, Westenberg, Brenneman, Haskill, Rons, Williams and Woods.

Many of us have missed the familiar "Hello" on station 110 at the Signal Shop, Washington Yard, as John Bennett is on sick leave and is now convalescing at Reseda, on Collins St., just south of Ventura Blvd. A post card or a short visit will be appreciated by John and we all hope for his speedy recovery.

**SOUTHERN DIVISION NOTES**  
By F. J. Oriva

One of the winners in a contest conducted by the P. E. Rod and Gun Club was Motorman K. J. Bordelon, of the Watts Line. He won a handsome fishing reel of which he may be justly proud.

Motorman C. D. Rulison, of the Balboa Line, has just returned from a vacation spent at his old home in San Diego where he visited with his mother and many of his former friends.

Sacramento Valley held charms for Conductor B. R. Hoffinger, of Dominguez Line, who has recently returned from that beauty spot where a delightful vacation was spent.

With two years of passenger work to his credit as Motorman on the San Pedro Line, E. Forsberg has bid in and taken Run No. 67, Mail Car.

"Free bus trips, free dinners, ideal climate, close to schools, churches, and within walking distance to business districts," these are a few of the tips we expect to hear shortly from Conductor A. J. Felton, of the San Pedro Line, who has resigned his position with the P. E. to accept one with a real estate firm.

It is rumored that Motorman J. S. Nevis, is building a fishing launch and is going to christen it "Sam," (after a dear old uncle of his, we suppose).

Have you noticed that handsome Odd Fellows' charm being sported around by T. Gill, Janitor on the Viaduct? It was presented to him by the boys on January 18th, the occasion being his 70th birthday. The "kid" seems to be quite proud of the gift and is thankful to his many friends for their remembrance.

Conductor P. Turri, after working at bonding for two years, thought he would like a change to passenger work and bid in Run 208 on the Watts Line.

An eligible candidate for the Isaac Walton Club would be Trainmaster S. A. Cox, who recently won a 9-ounce fishing rod for having caught the largest fish on a nine-strand line. It was a yellow tail weighing 36 pounds.

Sh-h-, don't tell this, because its a secret. There was a wedding on Jan. 10th, Motorman W. R. Fielder, of the La Habra Line, being one of the party who said, "I do." Our best wishes are extended to the bride and groom for a long life of happiness.

**By Their Deeds**

Farmer—Have all the cows been milked?

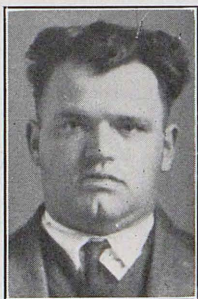
Dairy Maid—All but the American one.

Farmer—Which do you call the American one?

Dairy Maid—The one that's gone dry.

**CONDUCTOR KLEIN DECLINES TO RECLINE**

THE mere fact that a bandit with a revolver commanded him to "reach for the sky," was not sufficiently good cause why he should do so, evidently reasoned Conductor L. Klein, of the Westgate Line early this month when he successfully combatted a bold man in an attempted hold-up.



Conductor L. Klein

Conductor Klein exhibited a rare degree of nerve at midnight on January 4th, when on duty on one-man car at San Vicente Blvd. a bandit commanded him to throw up his hands. Sensing the fact that he had a fight on his hands, the bandit struck Klein in the eye, whereupon the latter got into action and placed a few fingers, tightly clinched, to the face and body of his assailant. In the melee that ensued the bandit was thrown from the moving car, without having accomplished his purpose. Aside from a torn coat, broken watch chain and a few missing buttons, Klein emerged unscathed. The courage exhibited by Mr. Klein under such trying conditions is most praiseworthy and elicited official commendation.

by the excellent Pacific Electric Orchestra.

"First on the program was a clever comic skit by Jack Dougherty and Assistant in dialogue and songs, entitled 'Early and Late,' and 'On the Water Wagon.' Next followed an entertaining piano duet by Mrs. Thompson and Mrs. Johnson of the Mechanical Dept., after which Fred Hopkins of the Store Accounting Bureau rendered character readings which were both unique and entertaining. One was a story in rhyme entitled 'Aunt Shaw's Pet Jug' followed by a French Canadian dialect titled 'The Habitant.' The last and feature number was an original sketch by Deral Barker, George Hudson, and Wallace Ayres, of the Stationery Store, with Scott Morrison, of Accounting Dept., accompanist, and entitled 'A Modern Sampson,' followed by an interpretation of the 'King Tut' dance and 'Spring is Here.' This was a fitting climax to the evening's entertainment.

"Lucky Spot Dance prizes were won by Mrs. John Jackson and son, Fremont, Mrs. F. E. Geibel and C. C. Fenimore.

"Refreshments were served by Messrs. Huntington, Locke, Mundy and Quesenbery. Members of the Arrangement Committee were Miss Sarah Park, F. E. Gill, and C. S. Swartz and the writer.

**EMPLOYEES IN HOSPITAL**

Friends are welcome and urged to call and offer words of cheer to the following Pacific Electric employees who, at the time the Magazine went to press, were confined at the Pacific Hospital, 1329 South Grand Avenue:

Herbert Clark, Ticket Clerk; Biente Lemes, Laborer; Pasqual Gonzales, Laborer; B. F. Goddard, Conductor; Arthur Roy, Elevator Starter; John Walden, Cabinet-maker; Chas. Poole, Lineman; H. E. Pinkham, Check Clerk; Juan Chavez, Sub Foreman; Chas. Schafer, Term. Frt. Dept.; C. J. Shean, Engineer and Ross T. Baldwin, Lineman.

**STORE ROOM DEPARTMENT HAS ONE BIG NIGHT**

Details of a happy event enjoyed by members of the Store Department are furnished below by E. A. Bonner, Store Accountant, who had charge of the affair:

"A dance and entertainment was given by members of the Store Department at the P. E. Club, January 12th. Dancing was interspersed with entertainment furnished by members of the department and music furnished

**COMPARISON OF ACCIDENTS DURING DECEMBER 1922 and 1923**

	Northern Division		Southern Division		Western Division		P. E. Land Co.	
	1923	1922	1923	1922	1923	1922	1923	1922
Interference with vehicles .....	191	133	169	145	306	182	52	...
Collisions and Interference with cars .....	4	11	7	7	18	13	2	
Persons struck by cars .....	1	6	3	12	6	12		
Derailments .....	7	6	20	36	10	10		
On and off moving cars .....	13	12	20	19	24	20		
Miscellaneous .....	35	19	56	38	64	47	14	
Total .....	251	187	275	257	428	284	68	
	I-64		I-18		I-144			
	1923		1922					
Interference with vehicles .....	718	460	56	%	Increase			
Collisions and Interference with cars..	31	31						
Persons struck by cars .....	10	30	66.6%		Decrease			
Derailments .....	37	52	28.8%		Decrease			
On and off moving cars .....	57	51	11.8%		Increase			
Miscellaneous .....	169	104	62.5%		Increase			
Total .....	1022	728	40.4%		Increase			

## Motorbus Musings

By J. A. Birmingham

The annulment, or missing out of a trip, or even a portion of a trip, casts a serious reflection on the service in general, and it sometimes requires considerable effort to win back lost confidence of our patrons when the service is irregular or not dependable.

Familiarize yourself with all routes over which buses operate so that you may give intelligent information to the public and, when there are passengers aboard, streets and transfer points should be announced.

See that destination signs are properly displayed at all times, and at busy terminals or transfer points where several persons board bus at one time, you will eliminate the necessity of replying several times to the same question, by calling out distinctly the destination of your bus, and at the same time assist materially in speeding up the process of loading.

Watch your leaving time from terminals, as getting away on time gives you a better chance to maintain your schedule, but under no circumstances should you leave a terminal or time point ahead of time.

Bus Operators should always bear in mind that the equipment you are handling represents an investment of several thousand of dollars, which equipment might easily be ruined by careless or improper handling, and you are expected to exercise the same degree of care in operating one of the Company buses as you would in operating an expensive car of your own.

Obey the law at all times; also adhere strictly to the traffic rules and regulations of each city in which operating. Give proper arm signals when turning, and particularly when pulling out from curb after picking up or discharging passengers. This applies whether or not buses are equipped with the Cloverlite signal device.

Endeavor to avoid accidents, and do not depend too much on the other fellow but, should it be your misfortune to have an accident, no matter how slight or trivial it may seem, obtain names of as many witnesses as possible.

Make safety stop before crossing railroad tracks. The law requires that all busses, whether in service or dead-heading, carrying passengers or empty, must stop not less than ten feet or more than fifty feet from the nearest rail of any steam or electric railroad track. The word "track" covers all main lines, switches, spurs or sidings over which cars may be operated.

### His Sole Defense

Judge—This man says that after he fired a shot, he saw you run from his chicken coop.

Rastus Johnsing—He could easy be mistaken, Jedge. Fast ez Ah was runnin', it mought have been someone else what faintly resembles me.—American Legion Weekly.

## PRELIMINARY STATEMENT OF OPERATING REVENUE AND EXPENSES, TAXES AND INCOME ACCOUNTS DECEMBER, 1923

Passenger Revenues .....	\$1,226,914.54
Freight and Switching Revenue .....	528,200.28
Other Revenues .....	72,626.14
<b>Total Railway Operating Income .....</b>	<b>\$1,827,740.96</b>
<b>Total Railway Operating Expenses:</b>	
Wages .....	\$830,199.58
Other Charges .....	403,758.30
Transportation for Investment—Credit .....	2,172.60
<b>Revenue Less Operating Expenses .....</b>	<b>\$ 595,955.68</b>
Depreciation .....	\$ 25,279.59
Taxes Assignable to Railway Operations .....	85,998.47
<b>Total Depreciation and Taxes .....</b>	<b>111,278.06</b>
<b>Revenue Less Operating Expenses, Depreciation and Taxes .....</b>	<b>484,677.62</b>
<b>Non-Operating Income .....</b>	<b>19,784.27</b>
<b>Net Revenue .....</b>	<b>\$ 504,461.89</b>
Interest on Bonds and Other Debt .....	\$334,901.08
Rent and Miscellaneous Income Deductions.....	92,950.22
<b>Total Deductions .....</b>	<b>427,851.30</b>
<b>Net Income for Month .....</b>	<b>\$ 76,610.59</b>
<b>Net Income for 12 Months .....</b>	<b>\$ 329,142.33</b>
<b>Total Outstanding Deficit as of Dec. 31, 1923 .....</b>	<b>\$14,337,039.29</b>
Los Angeles, Calif., Jan. 22, 1924.	L. A. LOVELL, Auditor.

### DOUBLE DECK BUSES BEING TRIED OUT LOCALLY

Los Angeles is now having its initial experience with double-deck bus transportation, a bus of this type having begun operation Friday, Jan. 11th, over the Sunset Boulevard route of the Los Angeles Motorbus Company.

This double-deck bus is the first of four to be delivered to the motorbus company to be put in service locally for the purpose of testing their adaptability to render satisfactory service. This tryout is the fulfillment of another of the conditions of agreement by the local railways with the Board of Public Utilities made last May. They are submitted on their merits alone, according to F. Van Vranken, Manager of the motorbus company, and upon their success depends the number that will be used in local service.

The double deck buses ordered by the motorbus company, costing approximately \$12,000 each, are patterned closely along the lines of those used in some of the eastern cities with several improvements being embodied in their design. They provide for the seating of fifty-six passengers, twenty-three below and thirty-three above. An operator and conductor are required for each bus and in order to expedite the loading and insure safety of passengers fares are not collected until after passengers are comfortably seated.

Double spring suspension built in two units, one to care for minimum and the other for maximum load, are one of the outstanding features and despite the use of solid rubber tires it is claimed that these buses are easier riding than single deck buses, this fact being attributed to the type of spring suspension used. The all-steel body is mounted unusually low on chassis to insure maximum safety and the cir-

### MOTORMAN DWYER RETIRES AFTER LONG SERVICE

Ill health brought about the retirement last month of W. G. Dwyer, veteran Motorman of the Northern Division. After a record of twenty-one years of faithful and well rendered service Mr. Dwyer resigned and will henceforth be located at 1231 So. Brand Boulevard, Glendale, where he has purchased an oil station which he and his son-in-law will operate.

Superintendent Bradley, in behalf of the Company, expressed sincere regret upon accepting Mr. Dwyer's resignation and a host of friends extend to him their best wishes and the hope that his new line of work will prove beneficial to his health.

### Nothing To It

"Liza, what's dis ah heah about you man gittin' decorated in d' war?"

"Law, Mandy, he didn't get decorated nohow. He jes' got excited for bravery."—Life.

### Preparedness

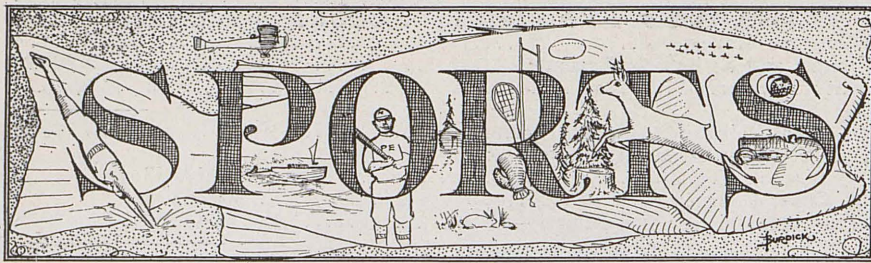
He: "My dear, it's no use for you to look at those hats; I haven't more than a dollar in my pocket."

She: "You might have known when we came out that I'd want to buy a few things."

He: "I did."

cular steps to upper deck, equipped with safety tread, are easily mounted.

The double deck bus now in service was built by the Moreland Company at its Burbank plant and is the first double deck bus ever built on the Pacific Coast. Three more are scheduled for early delivery for tryout on other lines of the L. A. Motorbus Company.



### AWARD ANNUAL PRIZES TO P. E. CLUB SPORTSMEN

Forty-one valuable prizes, the aggregate value of which totaled more than \$400, were awarded to sportsmen of the Rod & Gun Club on January 9th, the winners being those who made prize catches or records in the fishing and gun sections of the club during the past year. The trophies were the most valuable ever contributed by the Club and were donated by sporting goods houses, individuals and by the Club itself. As in years past the yearly distribution of prizes occurred on the Annual Ladies Night of the Club, in honor of which an entertaining program and luncheon was served. During the luncheon the P. E. Orchestra played in good form and later two splendid outing reels shown on the screen.

Early in the evening the array of prizes were transferred from the large case where they have reposed for the past year and arranged on tables in the assembly room for a feast of envious eyes. In the absence of President Geopfert, Vice President Manley presided and after disposition of regular business, called upon Fishing Captain May to award the fishing prizes, numbering twenty-two, to the lucky anglers. In his usual good form, Mr. May distributed the awards in the following order:

#### Corbina

- H. L. Oefinger, 1st, spring butt rod, 9 oz.
- D. L. Porter, 2nd, 150 yd. free spool reel.

#### Croaker

- "Bill" Hamilton, 1st, 9 oz. rod, agate tip.
- H. L. Oefinger, 2nd, pint thermos bottle.
- D. L. Porter, 3rd, 300 yd. No. 9 strand line.

#### Surf Perch

- K. J. Bordelon, 1st, 200 yd. surf reel.
- Largest Fish on 9-Strand Line**
- S. H. Cox, 1st, 9 oz. rod.
- J. W. May, 2nd, 500 yds. No. 9-strand line.

#### Largest Fish Caught

- F. J. Oriva, 1st, tarpon reel & 300 yds. 24-strand line.

#### Lake Trout

- B. A. Collins, 1st, trout rod.
- Harvey Williams, 2nd, thermos bottle.
- R. M. Jones, 3rd, Coleman gas lantern.

In the absence of Field Captain Wiggins, Mr. Spafford was called upon to award the trap and game shooting prizes, the following having proved their prowess in the order named:

Name	Percentage	Award
K. L. Oefinger.	87.80	Winchester, Mod. 97, 12-gauge.
H. L. Wiggam.	87.29	Set of silverware.
B. F. Manley...	86.16	Luger, 30-cal.
L. R. Spafford.	85.33	Winchester, Mod., 93, 22 cal.
W. J. Hodge...	85.07	case shell traploads.
F. L. Manley...	82.58	gun case, leather.
J. L. Cowley...	79.75	2 qt. thermos and case.
H. Smith.....	74.96	1 qt. thermos and case.
J. L. Smith.....	70.11	shell case.
L. F. Volkhart.	83.50	shell bag and belt.
A. M. Cross....	72.36	1 qt. thermos and case.
J. M. Geopfert.	69.28	flashlight.
H. M. Williams	87.	1 pt. thermos and case.
J. Driver. ....	72.	Powers cleaning rod.
J. W. May.....	71.20	match box and Thom. cleaner.

### ATTENTION SHOOTERS!

The regular monthly shoot of the Gun Section, P. E. Rod & Gun Club, will be held at the Los Angeles Recreation Grounds on Sunday, February 24th.

### Look 'Em Over!



Here we have none other than Jake Geopfert, the intrepid P. E. Rod & Gun Club sportsman, displaying a full limit of geese bagged last month at Willows, Cal. "Jake" doesn't believe in letting a mere 600 mile jaunt separate him from wild game. He plans another trip next year to the same region.

### SHOOTERS OPEN GUN SEASON AT SAN BERNARDINO

The opening gun of the 1924 shooting season was fired at Urbita Springs Park on Sunday, January 27th.

On this day some twenty shooters turned out to compete for eight turkeys which were to be awarded to the high gun in each squad, and an entry fee of \$1.00 per shooter was charged to cover the cost of the birds.

K. Thompson, of San Bernardino, a beginner in the Blue Rock game, was totting a wicked gun and three times he registered a winner, meaning much turkey for the Thompson family.

L. R. Spafford, a seasoned shooter, was also shooting true to form, and two turkeys were his award; the balance going to L. V. Thompson, J. L. Cowley, O. B. Burdett and Ben Box.

Some of the ladies also wanted to take a hand at the shooting game and from the results we bid fair to have a Ladies' Team that will be hard to beat.

The day was ideal for shooting, and some very good scores registered. Below is a list of shooters and their respective scores:

K. Thompson .....	124x150
L. V. Thompson .....	115x150
L. R. Spafford .....	114x125
B. F. Manley .....	107x125
C. H. Jones .....	86x100
F. L. Manley .....	85x100
Dan Finley .....	56x100
H. Smith .....	62x 75
J. L. Cowley .....	58x 75
I. Bessant .....	53x 75
F. H. Pugh .....	50x 75
Ben Box .....	42x 75
W. H. Knight .....	32x 50
W. E. Massingale .....	32x 50
O. L. Thompson .....	25x 50
O. B. Burdett .....	23x 50
G. W. Pugh .....	20x 25
Dan Sperry .....	16x 25
Fred Spencer .....	15x 25
Mrs. L. K. Spafford .....	12x 25
Miss Helen Spafford .....	10x 25
Mrs. B. F. Manley.....	6x 25

### ENLARGE SHERMAN YARDS TO CARE FOR NEW EQUIPMENT

The early arrival of fifty more cars for the Hollywood service makes necessary the enlargement of the Company's Sherman yards and work of increasing trackage facilities at that point will be begun within the next few days. A half mile of additional trackage will be required to care for the fifty new cars and the work is to be rushed to early completion.

The trackage to be added entails an expenditure of \$35,000 and when completed the Sherman yards will have a storage capacity of approximately 220 cars. Practically all cars used in the Hollywood service are stored at the Sherman yards and the addition of one hundred new 600-class equipment, which cars are some 13-feet longer than other local cars, makes imperative the providing of more storage at this location.

### His Marriage a Failure

"What did Rastus get married for?" "Lawd only knows, chile. He keeps right on workin'."—Boston Transcript.



#### Why Loiter?

Wife (as car sputters and stops)—  
What's the matter now?  
Hubby—Engine's missing.  
Wife—Well, for the love of Pete,  
walk back and find it!

#### He Didn't Shake—Much

Sam had passed through a harrowing experience. He had seen a ghost. "Ah jes' come out of de cowshed," he said, "an' ah had a pail o' milk in mah hand. Den ah hears a noise by de side of de road an' de ghost rushes out."  
"Did you shake with fright, Sam?" asked one of his dusky audience.  
"Ah don't know what ah shook wid. Ah hain't sayin' for suttin ah shook at all. But when ah got home ah foun' all de milk gone, an' two pounds o' butter in de pail."—Progressive Grocer.

#### Me Wanted It

Tommy, after going to bed, became thirsty, or thought he did. He called out:  
"Ma, I want a drink." The mother's voice answered back: "Tommy, you go to sleep." Tommy grunted, turned over, and was silent for ten minutes, then again: "Ma, I want a drink." "Tommy, you go to sleep," was the reply. Intense silence again for ten minutes; then, "Ma, I want a drink." "Tommy, if you don't go to sleep, I'll come up and spank you." More silence this time for about two minutes; and then; "Ma, when you come up to spank me, bring me a drink, won't you."—Western Christian Advocate.

#### Sarcastic Boss

Smith is a young lawyer, clever in many respects, but very forgetful. He had been sent to a distant city to interview an important client, when the head of his firm received this telegram: "Have forgotten name of client. Please wire at once."  
The reply he received was a masterpiece of sarcasm, irony or something. It ran: "Client's name Jenkins. Your name Smith."—Exchange.

#### Deceitful Sounds

One of the attendants approached a man who appeared to be annoying those near him.  
"Don't you like the show?"  
"Yes, indeed!"  
"Then why do you hiss the performance?"  
"Why, I wasn't hissing! I was simply s-s-s-saying to S-S-S-Sammie that the s-s-s-show is s-s-s-superb."

"Probably nine persons out of every ten know just how a railroad should be run. At least so it might easily be surmised as a result of listening to discussions of the railroads in smoking cars and barber shops and other centers of light and wisdom. The critics are not only numerous, but noisy, and judging from their own estimates of their ability, are approximately omniscient."

—Miami (Fla.) "Herald"

Minister (to flapper)—Would you care to join us in the new missionary movement?

Flapper—I'm crazy to try it. Is it anything like the fox-trot?—Everybody's Magazine.

He entered a cafe and ordered a steak. It came—a thin narrow strip lying beneath a bit of French fried potato. Willie looked at it carefully.  
"Yeh, that's what I wanted," he told the waiter. "Go ahead, bring me some."

#### Why Should An Engine Be Called "She?"

The following amusing letter from "Japanese Lady" appears in the Shipping Register of San Francisco:

**S**OMETIME ago you publish in your valuable paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many becauses.

"They wear jacket with yokas, pins, hangers, straps, shields, stays. They have apron also lap. They have not only shoes but have pumps. Also hose and drag train (psgr. and freight) behind; behind time all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse work when at such time they should be switched. They need guiding—it always require man to feed them. When abuse are given they quickly make scrap.

"They are steadier when coupled up but my cousin say they hell of expense. Is not enough reason?"

#### TEXAS LEADS IN GREATEST RAILROAD MILEAGE

Records of the Interstate Commerce Commission show that the state of Texas, with 16,125 miles of railroad, has a greater railroad mileage than any other state in the country. In 1920, with 253,000 miles of railway line in the United States, the ten states having the greatest railway mileage were as follows:

Texas .....	16,125
Illinois .....	12,188
Pennsylvania .....	11,551
Iowa .....	9,808
Kansas .....	9,338
Minnesota .....	9,114
Ohio .....	9,002
Michigan .....	8,734
New York .....	8,390
California .....	8,356

#### Right

"If you cut the lung of a dog open, what would you find?"  
"The seat of his pants."—Selected.

"Is pants singular or plural?"  
"If a man wears 'em it's plural," he replied.  
"Well, if he doesn't—"  
"It's singular," added Kemmy.  
—Exchange.

#### Carrying It Too Far

"Everybody in our family is some kind of animal," remarked Tommy.  
"What do you mean?" asked his mother.  
"Why, mother, you're a dear, you know."  
"Yes, Tom, and the baby is mother's little lamb."  
"Well, I'm the kid; sister is a chicken; aunt is a cat and Cousin Kate is a bird and Uncle Jim is an ass; and little brother's a pig. Dad's the goat; and—"  
"That is enough, Thomas."—Great Western Magazine.

She walked past the conductor  
And gave him but a stare;  
He followed, thinking boldly  
That the brave deserve the fare.

#### A Family Problem

When a married man does get the last word it frequently is, "Now, what will I do for car fare?"—Detroit News.

Lady (to friend, as elephants come on stage)—Oh, by the way, did you know Hattie was reducing?—Judge.

#### Promising Material

Football Coach: What qualifications have you for Quarterback? Can you dodge in an open field?  
Aspirant: I have been a pedestrian in Los Angeles for sixteen years.

"Do Englishmen understand American slang?"  
"Some of them do. Why?"  
"My daughter is to be married in London, and the earl has cabled me to come across."—Ex.

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

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

ASSETS

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

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

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

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

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 Vice-President  
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### Carriso Gorge on San Diego & Arizona Railway

OUR back cover page depicts the grandeur of the Carriso Gorge, a famous sight on the route of the San Diego & Arizona Railway, which was constructed and placed in service under the managerial supervision of our own Vice President and General Manager, D. W. Pontius, at that time General Manager of the S. D. & A. Ry.

The eleven-mile stretch through the Carriso Gorge was constructed at a cost of \$3,939,000, the engineering difficulties of which were solved by Wm. Hood, retired Chief Engineer of the Southern Pacific Company. The roadbed through this Gorge is of solid rock, much of which was blasted to secure an avenue and easy gradient. The traveler passes through seventeen tunnels in negotiating it, the longest of which is 2604 feet. The depth of the Gorge from railroad is 900 feet.