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Looking Ahead in 1924

OUR cover page depicts the entry of 1924 New Year as the radiant boy full of happiness and promise, bearing great investments for Southern California during the ensuing twelve months. His entrance bespeaks a confidence, because it represents a new capital investment on the part of our railway management dedicated to the service of the public.

In round figures, this investment represents capital to the extent of \$7,350,000, and, while the authority for some of these expenditures was received during the latter part of 1923, it is the new year that brings most of them actually into being. In the list of new improvements and betterments to come during 1924 are the following:

Hollywood tunnel	\$3,000,000
Fifty 600-class cars (local service)	1,000,000
Fifty Interurban cars	1,850,000
San Gabriel line extension and Long Beach 2nd St. line extension	350,000
New sub-stations	325,000
Electric freight locomotives	375,000
Additional block signals	250,000
Additional buses for auxiliary service.....	200,000
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	\$7,350,000

In reviewing the above, it would seem that our many employees are given much of which to be proud and we may be pardoned if we are boastful in telling our friends and patrons what the Pacific Electric has been and is doing in order to keep pace with the phenomenal growth of Southern California and in doing its part as a community builder.

As employees, we may well be proud of the trust bestowed upon us and the privilege of being each in his own activity an operator of this great property, not only one of the largest industrial activities of the West, but by far the greatest interurban electric railway of the world.

Oftentimes we are asked the question "What is the Pacific Electric doing as a member of the community of interests of Southern California?" It would seem that the above is a most complete answer to inquiring minds and a most conclusive showing of our confidence and interest in our community, backed up by millions of dollars in support of our assertion. It is well to bear in mind that our large expenditure is new money brought into and invested in Southern California.

The Cause and Cure of Damaged Equipment

Repairs Not Only Cost of Damaged Equipment, Revenue Loss While Out of Service Totals Great Sums Annually,

By F. E. GEIBEL,
Assistant Mechanical Superintendent

WITH the increase in passengers and freight handled there has been a marked increase in damage to equipment. For the first eleven months of the past year, 9306 cars have figured in accidents by collision or derailment and minor interferences. Of this number 3,509 have been passenger cars, 5738 freight and the balance miscellaneous. The total cost of repairs to damaged equipment during the above period has amounted to \$47,098 for passenger cars and \$62,190 for freight and \$5,691 for miscellaneous, or a grand total of \$114,979. This is an increase of 50% over the like period for 1922.

The present congested condition of our streets no doubt is responsible, to a great extent, for a large percentage of the damaged equipment. Interference by automobiles is the cause of the greatest number of minor accidents. Of late, however, some very expensive wrecks have been caused from collision between passenger cars or between passenger and freight. In these latter accidents, the responsibility rests entirely within our own organization, and prevention of such accidents can come only from strict compliance with operating rules and rigid inspection of tracks and equipment.

Watch Autoist

In the automobile accidents we are dependent to a large degree upon our ability to observe what the automobilist is going to do, as he is, to a certain extent, without a strictly enforced code of operating rules. In the city streets, in order to make progress, it is necessary to follow closely on the automobile ahead, otherwise the machines will crowd in front. Such operation is very trying on the Motorman and calls for accurate judgment of the condition of the rails, and the braking distance of the various types of equipment. The most important feature of inspection is the brake adjustment.

The damage to freight equipment has increased from \$38,525 for the eleven months of 1922 to \$62,190 for the same period in 1923. The number of cars involved has increased

from 3270 to 5738. The bulk of this damage is due to side swiping, cornering, pushing over bumpers, hard switching, and failure to open both coupler knuckles so that coupling is more easily made. Running with hand brakes set, causing flat wheels, is also a frequent cause of damage. Those operations are all under the control of the freight crews and it is believed that with the realization of the extent of such damage all will exert greater effort to reduce the damage to a minimum.

Not included in the above direct cost due to the loss of use of equipment. This is a very heavy loss for both passenger and freight. Natural wear and tear is taken care of by a complete stock of spare parts so that repairs can be easily made. Damage due to collision generally involves parts that cannot be carried in stock, but must be built up in place. This requires considerable time and take

from the owners. The bad order list of freight cars is now averaging 125 to 130 cars per day, with 35 to 40 of this number foreign cars. We are maintaining the largest freight repair force that have ever had, but why build up a force to repair damaged equipment if the damage can be prevented?

Another source of expense which is continually mounting with increased operations is the abuse of equipment. This expense is carried along with the general expense and is not included in the above figures of damaged equipment, although it is due to damage to equipment, but through another source. Beyond control of the Trainmen is the increased load on the passenger car motors due to more frequent stops. The capacity of a motor is set entirely by the heating up of the motor. The heating of the motor bears a direct relation to the square of the current. If we double the effective current of a motor, therefore, we increase the heating effect four times.

The starting current of a motor is three to four times the free running current so that increasing the number of stops and consequent starts naturally increases very rapidly the heating up of the motors.

Some Preventives

The scheduled stops on all lines have been increased to the very limit of the capacity of our lodger motors. In addition to scheduled stops, those made on account of street congestion is causing excessive heating of the motors and is also resulting in much damage to the groups on account of having to break the heavy starting current. Under such conditions, controllers should not be used beyond the series position. In fact, controllers should never be carried beyond this position where the additional speed cannot be used. In closing up on signals, avoid the continual throwing on and off of controllers.

On the older motors of the non-interpole type considerable trouble is experienced from excessive speeds on descending grades with the power on, causing motors to "slop" over. Applying power before brakes are fully released is another cause of trouble, as well as applying brakes before throwing off

Cars in Shop Make Revenues Stop

THE 'why' of damaged equipment and how to reduce it are the timely subjects which Mr. Geibel chose to discuss in this issue of the Magazine.

He shows that during the year just ending approximately \$125,000 was spent in repairing rolling stock damaged in service. The amount is a tidy sum in itself, but in the final analysis it is only a comparatively small portion of the actual cost which the Company must bear through this cause. It must be borne in mind that revenue for our Company is produced only when the wheels of its equipment are in motion and the loss suffered annually due to equipment being taken out of active service for damage repairs would total a staggering sum.

Here are a few pertinent points which Mr. Geibel cites as being worthy of the best attention of all employees having to do with the handling of equipment:

- Comply with operating rules.
- Make rigid inspection of tracks and equipment.
- Help the automobilist care for himself.
- Refrain from running with hand brakes set.
- Cut starts and stops to a minimum.
- Adhere to tonnage ratings to prevent overloading.

up shop space needed for cars due for general repairs. In the case of foreign freight cars, it is sometimes necessary to hold equipment out of service until special parts can be secured

grades with the power on, causing motors to "slop" over. Applying power before brakes are fully released is another cause of trouble, as well as applying brakes before throwing off

power. Too high speed in congested districts, necessitating emergency brake applications, results in frequent flattening of wheels. Unnecessary use of limit switch causes excessive heating, as it allows a much higher starting current. In single unit cars, Motormen should get off the resistance points as quickly as possible, but too rapid feeding, of course, causes undue heating and breaker trouble. Defective motors should be cut out immediately and fuse replaced, making available all motors possible in a train.

Hazard of Overloading

In freight operations much damage is done to locomotives by overloading. Tonnage ratings should be followed very closely and if unusual voltage conditions exist, the tonnage should be cut.

Inspect trains for air leakage. With so much switching the pumps are being worked to capacity and every effort should be made to reduce the load on the pumps. On the 1601 class locomotives the dynamotor driving the pump also drives the blower cooling the motors. A slowing down of the dynamotor, due to excessive pumping, slows down the blower, thereby reducing the cooling air to the motors.

The cornering and side swiping of freight cars causes heavy damages and oftentimes results in the necessity of transferring the load. With more care in riding down the dropped car, and riding the head end in a push-in, can we not reduce the damage to freight equipment?

With our present shortage of equipment all available time is needed for inspection and ordinary repairs. Damaged equipment is reducing the cars available for inspection. Safety inspections are being made daily but our mileage inspections are running way above best mileage practices. Safety inspections do not cover the operation of the car as completely as does the mileage inspection. Any remarks on the operation of the car is a great help on safety inspection.

The sign-off sheets at inspection points are intended to help the Inspectors. That help is needed. It is not sufficient to simply state "B. O. car," but state the trouble in your own language. Further, sign off all cars and let's make it a one hundred per cent sign-off sheet.

STREET CARS GREATEST AID TO BUSINESS INTERESTS

Commenting upon the frequency with which downtown merchants oppose anti-parking and other traffic regulations, the Electric Railway Journal recently made some pertinent remarks on the subject. The following statement appeared after published reports that a traffic check for one hour showed that 14,000 trolley riders and only 1,100 automobilists passed over one of our busy intersections:

"It is ridiculous to assume that there is more potential purchasing power in 1,100 automobilists than there is in 14,000 trolley riders. The truth is that few merchants could sur-

Group Insurance Plan Is Now Effective

GROUP insurance went into effect Tuesday, January 1st last, the required 75% quota of eligible employees having been exceeded by a substantial margin.

Of 4,151 eligible employees (those in service six months or longer) a total of 3,737 signed up for the additional insurance provided at wholesale rates, giving a percentage of 90% who took advantage of the liberal offer made. The Metropolitan Insurance Company has stated that claims will be paid within a few days from their San Francisco headquarters after filing death notice.

Employees not in the service six months at the time recent campaign was conducted will be eligible to apply for the additional insurance provided, the amount of which is based upon wage received. Many applied for this insurance to become effective when in service six months and in such cases it will become automatically effective. Those who have not subscribed and wish to do so, can obtain necessary card upon application to head of department. Whether or not additional insurance is desired, employees having served six months are given free of charge \$250, and \$500 upon the completion of one year's service.

With the advantage of both the Metropolitan Group Insurance Plan and Mortuary Fund, conducted by the Pacific Electric Club, employees are fortunate in being able to care for their loved ones at a minimum of expense. Both being deducted in small amounts from pay checks monthly makes this insurance work no financial hardship and at the same time eliminates the chances of its becoming delinquent through oversight or the accumulation of a large premium that would be difficult to meet.

vive on the automobile trade alone. Their prosperity depends upon the proper functioning of the whole transportation system.

"Whatever makes it easier and quicker for the street car rider to get to the downtown store is of material interest to the merchant, and if appealed to on this basis, the latter would probably want to support, rather than oppose, as he has often done, the anti-parking and other traffic regulations that would help to speed up street car operation."

This paper also points out that congestion of traffic downtown is building up small business districts in the outskirts.

P. E. SPECIAL AGENTS PROVE METTLE IN HOLDUP CASES

Due to the extensive activities of criminals in the past few months our Special Agent's Department, under the direction of T. D. Veon, has been called upon to combat several cases of banditry and in each instance, either directly or indirectly through the work of the Department, the guilty persons have been located, tried and sentenced.

One of the boldest holdups in the history of the Company occurred on Dec. 3rd, when G. W. Potter, Cashier at Sherman was forced to surrender more than \$4,000 to two bandits while en route to deposit the funds at the bank. The robbery occurred at 7:45 a. m. and at 7:55 upon being advised of the crime Special Agents Allin and Smith got into action. At 8:10 they were enroute to the scene of the robbery with a corps of Deputy Sheriffs, and aided in bringing the criminals to bay within five hours after the crime had been committed.

Sign painters working in the vicinity of the Beverly Hotel observed the bandits abandoned car and furnished the direct information leading to their capture, both being wounded in a gun battle that followed between Deputy Sheriffs. An indeterminate sentence of from five years to life was given to one bandit, the other not yet being sentenced, account of not having recovered sufficiently to stand trial.

Upon the recommendation of Mr. Veon a reward of \$50 each was paid to the sign painters for their information and a substantial amount given to the Police Officers who affected their capture.

Special Agents Allin and Smith were also creditably and prominently involved in the capture of bandits in two other recent holdup cases. Co-operating with Los Angeles Railway Agents they affected the capture at Tia Juana of a bandit who held up Pacific Electric train west of Vineyard some time ago. He was convicted of six Los Angeles Railway and two Pacific Electric holdups and given a sentence of ten years for each two crimes committed to run consecutively, which will result in forty years confinement.

Through descriptions and co-operation with Sheriff Shay of San Bernardino two bandits, who late in October held up Pacific Electric trainmen at Patton, Riverside and Redlands, were captured at Madera. Description and number of their automobile was broadcast and when passing through Madera one bandit shot and killed the Deputy who apprehended them. A sentence to hang was meted to the murderer and the other received a life sentence. Watches taken from Trainmen Cunningham and Orr were recovered.

Depredations against Pacific Electric properties during the past year have been heavier than ever before and in numerous other instances our Special Agents have distinguished themselves by their keenness in bringing guilty persons to justice.

"It takes two to make a quarrel."

CHRISTMAS BAGGAGE MOVEMENT SETS RECORD



Here is a case where our Camera-man missed the range; we intended that he show our readers a stack of Xmas mail about sixty feet long and ten feet in height. However, the picture will serve to introduce Frank Farnham, Supervisor, (third from left) and a few of his worthies who helped in putting the Xmas baggage job "over."

Having observed the tremendous volume of mail passing through the baggage room last month, we scented an interesting story for our readers and called upon Frank Farnham, Supervisor, Transportation Department to submit it. Mr. Farnham is charged with the responsibility of mail and express movements, the able handling of which has evoked on several occasions official commendation of U. S. Postal authorities.

AMONG other records excelled by the Pacific Electric during 1923 was one for handling Christmas mail. This fact is conclusively established by official records, which show that up to midnight of December 25th a total of 174,395 bags of Christmas mail was handled by our forces, an amount considerably in excess of any previous year's business.

A large share of the credit, as well as much of the hard work, falls to the lot of Trainmen, who handled this year's great volume with the skill of veterans. Due to the large number of trains either originating or terminating at 6th and Main Streets, the largest bulk of this mail passes through the Baggage Room. At this strategic point we have a well trained force, under the supervision of C. A. Woosley, who can handle mail as rapidly and efficiently as any group of men in the country.

In order to convey an idea of the task involved in the handling of Christmas mail, a few figures from

records of the Postal Department will prove enlightening.

During the period from Dec. 10th to 27th thirty-five solid carloads, containing 10,030 bags, were sent to Long Beach. In the same period twenty-one carloads, 4730 bags, were handled to Hollywood. On several other lines it was found necessary to use box motors to move the enormous loads. It should be borne in mind that the foregoing is in addition to Christmas mail that was dispatched on express cars and also that about 190 passenger trains per day were called upon to carry first and second-class mail. No other electric system in the world comes within 50% of handling the volume of mail that is handled by the Pacific Electric. In fact, so rapidly is the volume increasing, the Postal Department is considering the installation of a mail terminal with force of mail clerks at 6th and Los Angeles Streets adjoining our baggage room.

STORE DEPT. ENLARGES ITS BRANCH SERVICE

The Stationery Store has been removed from the sixth floor of the P. E. Building to the newly equipped location at 621 S. Los Angeles St. on the ground floor. The new location will be much more convenient for receiving incoming shipments and for re-shipment via express to various points on the system.

In order that it may not be necessary for stationery users in the P. E. Building to call at the less convenient location, a store delivery system is being worked out whereby all stationery used in the building will be delivered by Stationery Store forces.

Effective December 20th, Edwin Rieber was appointed Storekeeper at Sixth & Los Angeles Sts., Los Angeles. He will have custody of materials stored at this location, as well as looking after the transfer and dispatch of materials required at division points in emergencies shipped via passenger cars. "Ed" comes from the ranks, his first position dating back to May 20, 1920, being that of Store Helper at San Pedro Store.

With the opening of the new garage at Pasadena for repairs to motor buses, Store Department will also establish a new store at that point for the handling of automobile accessories, which will be in charge of A. H. Nicholls, now Storekeeper at Pasadena. It is the intention of Store Department to maintain a stock of essential items necessary for emergency repairs.

There Was Hope

Lady—Tobe, I'm sorry to hear your wife's got a divorce.

Tobe—Yessum, she done gone back to Alabama.

Lady—Who will do my washing now?

Tobe—Well, mum, I'se co'tin' again, and I co'ts rapid.

Tournament Crowd Handled Well

Despite Handicaps, Good Service is Provided To New Year's Annual Festival

THIRTY-EIGHT thousand persons were handled to the 35th Annual Tournament of Roses at Pasadena on New Year's day and during this trying movement not a single accident nor failure of equipment or overhead occurred; power was available in ample volume and all departments responded in a manner that reflected credit to our organization.

Unfortunately, automobile traffic, which was heavier than ever before, seriously interfered with the expeditious movement of trains through the business section of Pasadena. Only the failure to divert it at several strategic points prevented the rendering of the best service heretofore offered on this annual occasion, as the weeks of preparation by the Transportation, Electrical, Mechanical, Passenger and other departments were evidenced on all sides by an unusual degree of smoothness with which the plans were executed.

Particularly impressive was the regularity of service leaving Los Angeles and the absence of congestion at the 6th and Main Street Station. The effectiveness of the rerouting plans for all service arriving and leaving Los Angeles was apparent by the lack of congestion in the local terminal, there scarcely being any delay throughout the morning in getting trains under way after being loaded.

Congestion of passengers in the station was reduced to a minimum through the providing of ticket sales counters in the lobby and the setting aside of seven gates in the waiting room for Pasadena bound patrons. These features permitted the rapid movement and loading of passengers with the least possible discomfort.

Only for the fact that rain occurred the night before the largest crowd ever to attend his festival would have greeted it this year, judging by previous travel records. Despite a heavy rain during the night and an unusually chilly morning, thirty-eight thousand persons were handled to Pasadena. This number was only exceeded during the banner movement in 1921, when 42,000 passengers were handled.

As is usually the case the bulk of the movement was carried over the Short Line, during the day 170 three-car and 10 two-car trains being so routed. Over the Oak Knoll line 58 three-car and 11 two-car trains were routed, while 15 three-car trains moved via the South Pasadena Line.

To handle the total movement 243 three-car and 21 two-car trains were required, making an aggregate of 871 cars of passengers handled to this event.

Elaborate plans and preparations are made each year for the handling of the Tournament crowds and on account of the tremendous power load, volume of

equipment required, severe traffic conditions to be encountered, the need of being prepared to meet quickly every conceivable failure of equipment and overhead facility, this movement is the most trying and difficult which falls to our forces to handle during the year. Several weeks prior to New Year's day operating staff meetings are held at which every phase of the movement is discussed and provided for.

Among some of the provisions made for the rapid and efficient handling of the crowd this year was the installation of four portable substations, two at Sierra Park, one at Oneonta and one at the Pasadena substation. For several weeks prior to the movement Trainmen from other lines were used in the Pasadena service, giving them opportunity to become acquainted with streets, fares, transfers and operating conditions to be met. At the Torrance shops strenuous efforts were concentrated in reducing bad order equipment to the minimum. To care for equipment and overhead emergencies, tower cars, linemen and mechanical experts were placed at different points of vantage ready for the correction of any failure that might develop. Rerouting cars to the best advantage and the services of additional passenger directors and traffic officers are among other provisions made.

Being able to meet the difficult situation which occurs each year in connection with handling the Tournament crowd reflects the value of co-operation of individuals and departments. Particularly difficult and exacting are the conditions existing on this day for Trainmen and that no accident occurred is in itself a tribute to the efficiency of that branch of our service.

PACIFIC ELECTRIC CHORUS ELECTS 1924 OFFICERS

On Monday, December 31st, the Pacific Electric Choral Society held a business meeting at the P. E. Club at which an election of officers for the ensuing year was held. The following members were chosen to hold various offices during 1924: Mesdames Schaffer and Nelson, and Messrs. Gillian, Harris, Schaffer, Geranno, Parker, and Spencer.

Rehearsals are held on the 2nd, 3rd, and 4th Mondays of each month; business meetings being held on the 1st Monday.

A great number of social affairs are planned for the coming year and it is expected that many employees will make application to join the Society. The pleasure of being a member is open to all employees of the Pacific Electric and their adult dependents.

TEAM WORK REDUCES STORM DAMAGE TO MINIMUM

The valiant work of employees in combatting storm damage and restoring service after severe windstorm early last month brought forth the following commendatory statement from S. H. Anderson, Electrical and Mechanical Superintendent:

"I wish to call attention and express my appreciation for the prompt co-operation and good work of the Transportation, Store and Engineering Departments in rendering assistance to the Electrical Department in clearing storm damages. All departments concerned rendered exceptional service and the aid given reduced interference to a minimum.

"Also my thanks and commendation is extended to Electrical Department line crews. Your unceasing efforts in restoring the lines to service in face of the severe conditions imposed is worthy of warmest praise. The work and efforts of each of you is unqualifiedly appreciated."

For freakishness, duration and violence the storm which visited Southern California last month broke all records. Continuing for four days and nights and reaching a velocity of 70-miles per hour at times, trees were uprooted, automobiles and houses turned over and shipping brought to a standstill.

Unfortunately the lines of the Pacific Electric did not escape, and in addition to a number of minor overhead line troubles, caused principally by falling trees and foreign lines dropping across our wires, two major overhead accidents occurred due to a number of poles being broken off in the vicinity of Hauser on the Venice Short Line, and at Maywood on the Whittier Line, which resulted in delays to service on those lines.

BON VOYAGE, MR. BATTELLE!

Everyone knows favorably E. W. Battelle, Pass Clerk Supreme of the Executive Department and will be interested in learning of his marriage on December 22nd to Miss Bertha Shields. The wedding, which was informal, was held at noon in the Immanuel Baptist Church of Maywood, the Rev. H. F. Sheerer officiating.

The bride is the daughter of Mrs. Cecile Shields, 210 Fifty-eighth Street, Maywood and is a member of the Immanuel Baptist Church, having taught a Sunday School class there since the Church was founded, a little over a year ago.

Mr. Battelle has been in the Executive Department for more than eight years and is also a charter member of the above Church, holding the office of Superintendent of Sunday Schools.

Immediately following the ceremony Mr. and Mrs. Battelle left for San Diego on their honeymoon. They will be "at home" in Maywood about the middle of March.

The well wishes of his fellow associates in the Executive Department were expressed in the form of beautifully engraved silver.

Huge Crowd Pays Tribute to Floral Pageant



The splendor of the floats exhibited in the 35th Annual Tournament of Roses is seen in the accompanying pictures. The City of Glendale was again pronounced the winner, its float having captured first prize last year also.

How to Maintain a High Coasting Record

Authority Outlines List of Simple Practices For Trainmen
Which Will Reduce Huge Annual Power Bill

By GEO. H. GRACE,
Chief, Efficiency Bureau

WE REGRET to see the coasting records slowly falling behind, having dropped to 24.9% for the period December 1st to 15th, 1923.

This is nearly two per cent lower than for the corresponding period in 1922, and indicates plainly a gradual lowering of operating efficiency on the part of Motormen, and to some extent, of Conductors, for coasting records are a good measure of efficiency in the proper and economical operation of cars.

It is within the province of every Motorman and Conductor on the System to save power; Motormen by taking advantage of every opportunity to coast, and Conductors by giving stop and start bells promptly. Unnecessary delays at stops simply mean wasted time that Motorman could use to advantage in coasting.

Some Motormen, we are glad to say, are maintaining consistently good records, and we wish to acknowledge our appreciation of the efforts in keeping well ahead of the average of their respective lines. It does not seem exactly fair for the low men to waste power that the high men are making every effort to save.

It is admitted there is a difference in coasting possibilities between runs on the same line, but checks heretofore made of actual run conditions on certain lines, proved conclusively that such difference is less than six per cent. Therefore, when the highest man on a line regularly makes a coasting record of 35% and other men on the same line never reach 25%, it is evident that these low men are not making the best effort to coast.

Consistency

It may be a fact that some of the low men have not yet grasped the idea governing efficient coasting, believing that in order to coast, a long stretch of high speed track is necessary, that they may feed up to full speed and then throw off power and coast to a slow down or stop. As a matter of information to these men, we will state that a good coasting record obtained day after day is not the result of a few long sprints, but is brought about by the addition of coasting in small amounts.

A Motorman may endeavor to secure a long coast at a point where coasting is easy, only to lose all he has gained by having to work hard to make up lost time. It is a well proven fact that a higher record may be made by paying attention to the small amounts obtained just before traffic slow-downs, through speed restricted territory and before stops.

When following a car ahead, coast; you cannot pass and you should keep far enough behind so that his stops will not necessarily force you to stop or slow down, and whether you are late or not, you have an opportunity to coast.

When approaching a passenger or safety stop, do not use power to the

power on is so small, about one second, that it is not appreciable. If you make twenty stops and coast but twenty seconds before each one, you make over six and a half minutes coasting and actually lose only twenty seconds. Conductors should co-operate by giving stop bells as soon as possible.

Chance for Initiative

Anticipate your stops. You know usually where stop will be made; you have an opportunity to coast until it is evident there will not be a stop. Where speed must be reduced at grade crossing or obscured curves, throw off power far enough away to enable you to coast through the restricted limits at the required speed.

And a few words as to braking is essential to economical car operation. At first sight it might appear that the braking which occurs after the power has been thrown off cannot possibly affect the amount of power used, but the point is that poor braking wastes time and wasted time must be made up at the expense of power. Good braking consists of safe, short, quick stops obtained with one application of air and without sliding the wheels or discommoding the passengers.

Conductors should realize that they can materially help their Motormen in obtaining coasting by calling stops promptly, so that passengers will be ready to alight when car stops; by assisting old and infirm people on and off; by helping women with small children and baggage, so that there may be no excessive delays while discharging and picking up passengers. Every second's delay is coasting time lost, and many stops mean many seconds and consequently many minutes during the day.

A new year is before us. We shall doubtless have new responsibilities to new problems to solve. Traffic conditions become a little more difficult each year, meaning many more stops and slow downs; but in most cases each slow down and stop offers some few seconds coasting time, of which it is to be hoped all will take advantage.

Diligent Coasting Will Materially Reduce \$1,500,000 Power Bill

AS Mr. Grace points out in the accompanying article the establishment of a good coasting record is not contingent upon the mastering of any technical difficulties. It does not require the exertion of any greater physical effort, nor entail any duties other than can be performed intelligently and well by any trainman in the service.

The power costs of operating such a great system as ours represents one of the largest items of expense, approximately \$1,500,000 annually. Of all the expenses incident to the operation of an electric railway, none afford the opportunity of such material savings as can be affected by proper attention to coasting by both Motormen and Conductors.

None offer a better opportunity for a Motorman, assisted by his Conductor, to show a real, worthwhile interest in his Company, reflected and placed to his own credit by the little clock that makes the accounting.

Mr. Grace is a recognized authority on coasting and diligent practice of the simple rules he outlines will materially increase coasting records and likewise reduce an ever increasing operating expense.

last possible moment and then apply brakes. The amount of coasting you can do depend on the grade and whether you are on time or not. However, a car is never so late that it cannot coast ten to twenty seconds, and the extra time required to cover this period over that required to cover with

"JIM" LOCKETT PASSES

A great many friends, especially among the older members of the "family," will learn with regret the passing of this one time member of our forces. Death occurred at his home in Oakland on December 25th.

For many years Mr. Lockett was Chief Mechanical Inspector for this Company and was regarded as one of the most expert car mechanics in this country. He left the Pacific Electric several years ago to take charge of the mechanical work of the Utah Electric Railway of Salt Lake City. After a short time there he was appointed to a more responsible position with the East Bay electric division of the Southern Pacific Company with headquarters at Oakland.

The Magazine on behalf of his many friends with this Company presents condolences and heartfelt sympathy to the bereaved relatives.

Interment was made on Dec. 31st at Pasadena.

ACCOUNTING DEPT. NOTES

By Don Goldsworthy

The handling of the new employees insurance has created two new positions, which have been filled by J. A. Bertelson and Mrs. A. Smith.

Other changes in personnel at this time are the transfer from the Disbursements Bureau to the General Accounts Bureau of H. Kuck, who has taken Mr. Bertelson's position, while R. Brewer of the same Bureau has taken over Mr. Kuck's work.

Owens who handled the Northern Roads Work Order Ledgers in the Disbursements Bureau has transferred to the Timekeepers office, while Mr. Jordan has come from the Freight Bureau to handle the ledgers.

The big event for Clem Smith this month was the arrival of an 8½ pound son, who, at last reports along with his mother, was doing fine. Clem has a very respectable sized family now, this being his third heir.

Although December is the last month of the year, quite a few of the folks, took their vacation in this month or late in November, as the following proves:

- E. Eucker—at home.
- F. A. Rulison—at San Francisco.
- "Bill" Keelin—at home.
- J. H. Goldsworthy—at home.
- Miss M. McDaneld—a trip to San Francisco.
- Mrs. R. Marley—an auto trip around Southern California, crowding all kinds of sight-seeing into a 4-day trip.
- E. C. Williams—at home.
- Miss B. Menefee—at home.

To start the new year right, the girls in the Calculations Bureau shined up their desks and did a thorough job of it. In fact, they did such a good job, that the remaining bureaus have invited them to do the same for them. Undoubtedly, the girls will comply in the spirit of 1924.

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

PAGE Trainmen Nos. 3, 44, 84, 395 and 492!

The above Trainmen, who answer to the names of L. P. Larsen; A. E. Ewing; L. T. Smith, R. McCullough and H. H. Sloane, recently received a Yuletide gift, as well as credit marks to their records, for which they will be unable to express their thanks to the donor.

Shortly before Christmas a lady patron visited the general offices and expressed in no uncertain terms her appreciation of the service and courtesy rendered by these employees. She left a five dollar bill and requested that \$1.00 be given to each of them as a small token of her regard, asking that her name be withheld. Needless to say, each of the Trainmen received the gift and also the official commendation to which they are entitled.

Nothing is more gratifying to our management than the receipt of advice of service well rendered by employees and it is our pleasure to record this incident which reflects most creditably to the Trainmen mentioned.

AN admirable display of loyalty and regard for the Company's interests was evidenced on the part of five Trainmen whose timely action served to prevent a disastrous fire at the Wilmington substation on Dec. 20th.

As Switching Motor 1562 was passing that place at 7:50 a. m. on that date, the crew, consisting of Conductor T. F. Betton, Motorman J. C. Smeade, Brakeman C. D. Mallory and C. J. Bresanger and Trolleyman L. C.

Shull, noticed smoke coming from the substation and it appeared as though a fire had gained considerable headway. Upon breaking the lock to the door, members of the crew found that a quantity of rope and a ladder were on fire. After the men had extinguished the fire, a Brakeman was left to guard the place until a substation Operator could be sent to take charge.

These men have received official recognition for their commendable actions.

COURTESIES cast upon the public returns after many days," which of course, is simply paraphrasing "Bread cast upon the water, etc." Through many channels almost daily comes evidence that the public appreciates the little courtesies extended.

The following letter from Mrs. Austin, 4437 Topaz St., Rose Hill, is typical: "For weeks past I have been going to write you about Motorman 183 (T. M. Lloy). I am a mother of five children and have to come to town quite often with two or three of them and Motorman 183 is about the most polite and civil man on the line. He must be a family man for he helps so with the kiddies; helps them on and off the car, not only in my case, but I have noticed him with other mothers. Hope to see some more like him."

A SPLENDID tribute to the courtesy and efficiency of our Trainmen is contained in a Christmas letter from Mrs. Alice Selbie, of 62 North Meredith Ave., Pasadena. It reads:

"For twenty years I have been riding on the P. E. cars and have never had occasion to feel other than grateful for the many courtesies received at the hands of the Conductors and Motormen. They are—old and young—a fine body of men,—many of them well known to me by sight. I wish I could thank them all, but I can't; perhaps they wouldn't understand, but at least I can say this much although I am only one, and a rather inconspicuous elderly person."

Mrs. Selbie enclosed a Christmas card sending good wishes for Christmas and the New Year.

"Who's that guy you were talking so nice to?"

"Aw that's my old family druggist."

"What did he say?"

"No."—Louisville Trolley Topics.

"Why are you lugging home that expensive box of candy?"

"Just playing safe. My wife kissed me this morning, so think it must be her birthday or wedding anniversary."

—Catalina Islander.



Cartoonist Wolley's conception of a new Conductor's nightmare.

El Monte, 'The End of the Santa Fe Trail'

Diversified Crops Outstanding Virtue of Fertile Valley

Selected by Pioneers to Make First Stand.

By EARL W. PORTER,
Secretary, El Monte Chamber of Commerce.

FASCINATING in its history, thrilling in its promise for the future, El Monte, lying like a jewel among the prosperous cities of the San Gabriel valley, offers health, wealth and happiness to those who seek the magic trinity. The "End of the Santa Fe Trail" for the pioneers of '49 may well prove to be a fitting "end of the trail" for those who seek a home today.

Centuries ago, beautiful San Gabriel Valley was a canyon, wide and deep. Deposits from mountain torrents filled the great gorge little by little with fertile alluvial soil, until was built up that great plain that stretches from the Sierra Madres to the sea. Through it flowed the San Gabriel River, bringing year by year its added weight of productive soil, shifting its course from time to time until nowhere in the world is there an alluvial soil of greater depth. At El Monte it extends downward from sixty to a hundred feet and is practically inexhaustible in its fertility.

Strange things are to be found in California, but none stranger than this San Gabriel River, whose water now flows steadily but invisibly, soaking slowly underground toward the ocean. The whole El Monte area from the ancient bed of the river near Bassett to the west of its present course at Savannah, is sub-irrigated. Water may be reached almost anywhere at from five to fifty feet. Irrigation is advisable, but seldom a necessity in this area. Little wonder that with this geological advantage, this depth of soil and plentifulness of water, El Monte is one of the most productive spots in Southern California.

Mission Fathers Here

Well did those wise pioneers, the early Mission Fathers, realize the advantages of the San Gabriel Valley. The first site of their activities was only a few miles south of the present city of El Monte.

Here were the mission grazing lands where their cattle and horses wandered and grew fat.

When the news of California gold strikes spread through the east and hundreds of pioneers in their wagon trains braved the perils of mountain and desert, many went by the north-

ern route through Nevada while hundreds followed the southern route through Kansas, Colorado and Arizona, along the ancient Santa Fe Trail.

Their white topped wagons crossed the Colorado, the Mojave desert, and came through the mountains by the Cajon pass, north of where San Bernardino now stands.

It was the dry and dusty summer of '52 when they emerged from the pass into what they expected to be a land of gold and honey. They found instead a grim, inhospitable desert. Was this California, they wondered, these sweeping brown plains, these tree-less and water-less river beds—for such was the San Bernardino county of those days.

Disheartened, they journeyed toward the sea, but now the advance riders come galloping back with the glad news that only a short distance ahead

tive they found it to be known as "El Monte," meaning "the grove."

Following them along the old trail came thousands of caravans filled with settlers. The old adobe east of El Monte was their stopping place—the end of the trail. Here the caravans broke up, some remaining in the vicinity of Los Angeles, others going south or to the gold fields of the north. Many remained in El Monte and formed its first citizenry. So much for the romance.

Today, as seventy years ago, the El Monte district possesses all the early advantages that attracted the pioneers—wide stretches of sub-irrigated land, fertile soil, abundance of mountain water. In addition, closely bound to Los Angeles, only twelve miles distant, by concrete highways, steam railway and trolley, through El Monte flows a steady tide of travel. It is now the "east door of Los Angeles, the metropolis of the south-land."

The advantages of both suburban and city life are to be found here. Freedom from the noise of the city, yet nearness to its pleasures when desired, make El Monte life almost ideal. Twelve miles from Los Angeles, nine miles to mountain canyons and thirty miles to the ocean beaches. What more convenient location for a home?

Progressive Little City

El Monte will surprise you by its progressiveness. Its water system, city owned, furnishes some of the purest water in the state. Its complete sewer system is planned for a population of a dozen years from now. Every street is paved or about to be paved, most of them in concrete. Its stores are neat and up-to-date, with well arranged and complete stocks for their customers.

El Monte building permits were \$45,000 in 1921; \$206,600 in 1922 and it is estimated will run well over the half million mark this year, an increase of 1,200 per cent over three years ago.

In this California holidayland, where everyone has an auto and well-paved highways lead everywhere, you should select a home in the heart of things, with accessibility to the pleasures that make life worth while.

Pioneers Chose Well When They Ended Trail at El Monte

IN ADDITION to giving an excellent account of El Monte's present and future possibilities, the accompanying story by Earl W. Porter, Secretary of the Chamber of Commerce, tells in an interesting way some of the early history and romance of this section.

California's early era is replete with inspiring accomplishments by hardy pioneers who braved perils of unknown regions in search of gold and happiness. A review of these thrilling experiences is always in order and brings home to us the daring and singular bravery of our forefathers who made possible the building of a mighty and glorious empire.

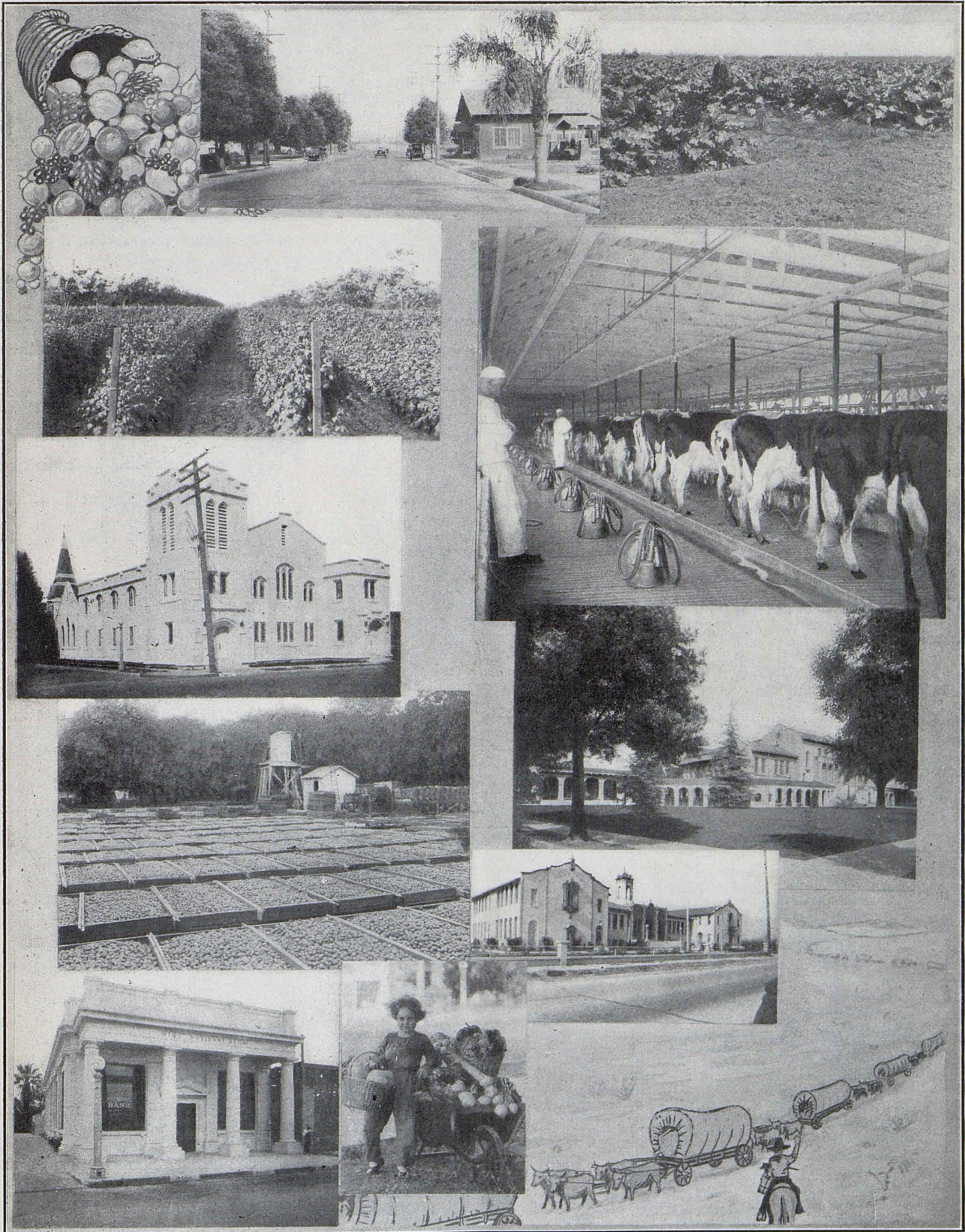
Nowhere in Southern California will be found soil of better fertility nor crops of greater diversity than are produced in and adjacent to El Monte. Here are grown with marked success walnuts, celery, apples, alfalfa, oranges, flower seeds, grapes, berries—in fact, practically everything that soil produces. Failure of an individual crop does not mean financial depression to El Monte.

Ideally located only twelve miles from Los Angeles, nine miles to mountain canyons and thirty miles to ocean beaches, El Monte offers to the prospective home-owner the attractions and benefits of both suburban and city life.

there is to be found shade, water, wood and excellent grazing land for their lean oxen.

That evening their ears were soothed by the song of birds and the merry gurgle of running water, for the first time in many weary months. Inquiring the name of the place from a na-

LAND OF PLENTY FORESEEN BY PIONEERS OF '49



Walnuts, berries, celery and dairy are a few only of El Monte's soil products and industries seen in the views above. El Monte possesses a climate, location, versatility of soil and other ideal requisites which are destined to make it loom most prominently on the Southland map within a few years.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms at 2:15 p. m., December 5, 1923. The following members were absent at the time the roll was called: H. A. Wilberson, F. G. Volkhart, A. E. Stowe, H. C. Bidwell, N. D. Gilbert, J. W. May, A. J. Guercio, L. J. Bush, S. A. Bishop, L. A. Lovell, S. H. Anderson, and C. H. Burnett.

The minutes of the last meeting were read and approved. Mr. Vickrey then read the following reports concerning the funds held by the Manager.

Club Fund	
Balance, 10-31-23	\$1,033.97
Receipts	1,101.00
<hr/>	
Total	\$2,134.97
Paid out	1,498.65
<hr/>	
Balance, 11-30-23	\$ 636.32
Relief Fund	
Balance, 10-31-23	\$ 52.40
Receipts	395.00
<hr/>	
Total	\$447.40
Paid Out	400.50
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Balance, 11-30-23	\$ 46.90

Unfinished Business
W. A. McCammond stated that no change will be made from the plan now in force concerning the charges made to employees who wish to enter the Dance Hall at Redondo Beach.

C. Thorburn said arrangements had been made that the weekly pass given to employees living out of town to attend Club activities may be used either on Thursday evening for the Club Dance or on Friday evening for the motion picture show.

Willis Brooks spoke at some length concerning the delightful time which the members of the Mechanical Department enjoyed in the Auditorium of the Club on November 20th, 1923. In the name of those present he extended his thanks for the happy event.

The Club manager stated that final arrangements are almost completed which will make the Club Rooms at San Bernardino ready for use.

New Business
The subject of insurance was discussed pro and con and the following points were brought out: At the present time 94 per cent of the Pacific Electric employees have signed for insurance. No one need fear of a cancellation being made at any time as the policy holds until the death of the party insured. In fact, it is a straight life insurance or total disability.

W. A. McCammond suggested that there be a move started to increase the Mortuary Fund to one thousand dol-

lars. As the fund stands now the death payment amounts to \$825. The benefit of the Mortuary Fund is that it is paid within a very short time after the death of the employee, which makes it more desirable than any insurance which can be carried. Application blanks may be had from any of the officials of the company or by applying to the Club.

Mr. Hodge asks that new covers be placed on the pool tables in the Club Rooms at Macy Street.

The question of educational advantages for employees wishing to improve their conditions was thoroughly discussed. Mr. Manley made the following points: The various night schools and university courses are open to all wishing to take advantage of them. Employees should make their wishes known as to their desires for educational advantages to their respective foreman or officials. Each employee should decide which course he desires to take and strive to get started along that line. Mr. Vickrey stated that many employees work at such hours that it is almost impossible to arrange for them to have the advantages of the various educational advantages. In many instances hours could be arranged to permit of school attendance, should employees make the matter known to their respective officials, Mr. Thorburn pointed out.

Club Buttons may be had at the office of the Club or from the various Committeemen of each Department. These buttons may be worn by both employees and their dependents.

During the past month the Club

Club Movie Program

- Friday, Jan. 18:**
Main Feature: Wm. S. Hart in "Wild Bill Hickock."
Comedies: "Raindrops" and "Kinkey."
- Friday, Jan. 25:**
Main feature: "Lawful Larceny," with Hope Hamilton.
Comedies: "Kick Out" and "Tall Lights."
- Friday, February 1:**
Main feature: Douglas Fairbanks, Jr., in "Stephen Steps Out."
Comedies: "Green as Grass" and "Small Change."
- Friday, February 8:**
Main feature: "His Children's Children."
Comedy: "Dog Sense."
- Friday, February 15:**
Main feature: "The Call of the Canyon," with Richard Dix.
Comedies: "Broke" and "West Is West."

Manager reported two deaths of employees to whom mortuary payments were made promptly in the amount of \$825.25 each. The deceased were Martin Bernstein, Tinner's Helper and Thomas E. Foster, Car Repairer, both being employed at the Torrance Shops.

P. E. CLUB BULLETIN

Saturday, Jan. 12:
Agents meeting in Assembly Hall at 8 p. m.

Monday, Jan. 14:
P. E. Band rehearsal at 8 p. m.
P. E. Chorus rehearsal at 8 p. m.

Wednesday, Jan. 16:
Southern and Western Divisions Trainmen's meeting at 8 p. m.
Northern Division will meet at Pasadena at 8 p. m.
Northern Division Safety Committee, 2 p. m.

Thursday, Jan. 17:
Club Dance in Auditorium at 8:30 p. m.

Friday, Jan. 18:
Motion Picture Show in Auditorium at 7:45 p. m.
General Staff meeting at 10 a. m.

Monday, Jan. 21:
Big Annual Ball at Redondo Beach at 8 p. m.

Thursday, Jan. 24:
Club Dance in Auditorium at 8:30 p. m.

Friday, Jan. 25:
Motion Picture Show in Auditorium at 7:45 p. m.

Monday, Jan. 28:
P. E. Band rehearsal at 8 p. m.
P. E. Chorus rehearsal at 8 p. m.

Thursday, Jan. 31:
Club Dance in Auditorium at 8:30 p. m.

Friday, February 1:
Motion Picture Show in Auditorium at 7:45 p. m.

Monday, February 4:
P. E. Band rehearsal at 8 p. m.
P. E. Chorus rehearsal at 8 p. m.

Tuesday, Feb. 5:
Southern Division Safety Committee meeting at 2 p. m.

Wednesday, Feb. 6:
Executive Committee meeting in Assembly Hall at 2 p. m.

Thursday, Feb. 7:
Club Dance in Auditorium at 8:30 p. m.
Western Division Safety Committee meeting at 2 p. m.

Friday, Feb. 8:
Motion Picture Show in Auditorium at 7:45 p. m.

Saturday, Feb. 9:
Agents Association meeting in Assembly Hall at 8 p. m.

Monday, Feb. 11:
P. E. Band rehearsal at 8 p. m.
P. E. Chorus rehearsal at 8 p. m.

"It takes two to make a quarrel."

MACY ST. TERMINAL NOTES
By H. L. Young

May we all profit by that which we learned in the past year, making 1924 a happier and more prosperous one.

Conductor C. F. Edwards, one of the three Macy men injured on the morning of December 2nd when run 144 collided with an inbound freight, is back on duty. D. M. Lathim and B. Cordella, the other two injured are rapidly improving.

The duck hunters who took their annual trip to the Imperial Valley, reported "poor shooting," which means, of course, that ducks were scarce.

H. Clark has bumped E. W. Lord on run 77, and George Walliser, former Yard Master at State Street yards, bid in as brakeman on the 5:30 a. m. freight. S. J. Kernick is acting Yard Master until such time as a definite appointment is made.

H. R. Hawley, who left the service for a year, is back with us. While he claims to prefer the Southern to the Northern Division, we think that he is spoofing and it will only be a matter of time until he is a regular, and not a loan as he is at present.

We all join in wishing Conductor H. H. Schiffler and Mrs. Schiffler every good blessing, even though they deceived us about their having ceased single wretchedness.

"It takes two to make a quarrel."

Club Dances

MORE popular than ever before are the Club dances given each Thursday night judging by the attendance, the happy spirit of the dancers and the frequency of encores requested. During the past several months attendance has been increasing and in recent weeks almost capacity crowds have been present. Employees who indulge in dancing and fail to attend the weekly dances are missing the opportunity of a pleasant evening.

One of the reasons for the increased popularity of these dances is the quality of music being rendered. Several months ago Club Manager Vickrey reorganized the orchestra, rehearsals were held several nights weekly, with the result that the music now being furnished is of excellent quality and continues to improve each week. The Club Orchestra is composed of the following members: Mrs. Leo Smith, pianist; Val Reinmuth, banjo; Max Schuring, violin; Milton Clark, and Robert Houseman, saxophones; Leo Smith, cornet and Geo. Charles, drums.

The engagement of Mrs. Mabel Rockwell as Dancing Instructor has also done much to create new interest and larger attendance at these dances. Starting with a small class of dance students the number has increased to about thirty-five and each week sees new faces who desire to take advantage of the free lessons given to employees. Mrs. Rockwell is a talented dance artist and employees are fortunate indeed to be able to avail themselves of her teaching. She also has charge of the dances and is untiring

STORE DEPARTMENT NOTES
By Earl McCall

On Saturday evening, January 12, an entertainment and dance will be given by the Store Department at the P. E. Club. Those who can arrange to come are cordially invited to attend and join in the pleasant festivities planned.

Mr. Fred Hopkins spent a very pleasant week among the Sierra Nevadas at Kernville, known in the gold mining days as "Whiskey Flat."

It has been noted that Miss Lena Gill has started the New Year right, having fallen victim to the latest approved edict of Dame Fashion, hair bobbing.

It is reported that Fred Dilthey is busily engaged on his dahlia ranch at Hermosa Beach. He may be seen any night, working by candle light.

Mrs. Beulah Meyers is building a home in Torrance and expects to be a resident by the end of January.

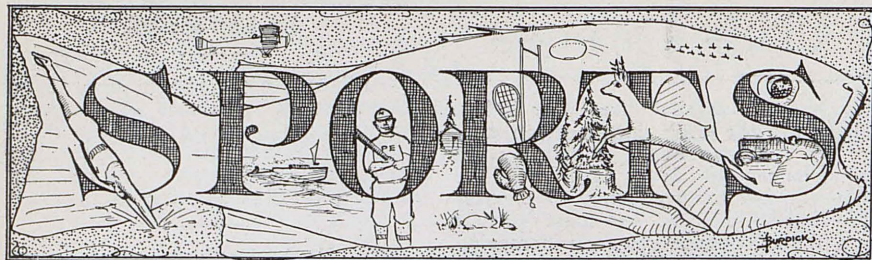
Inventory taken September 30th amounting to \$2,171,927.75 was completed in time for adjustment in the November accounts.

in her efforts to see that all present enjoy themselves.

No small share of the credit for the pleasant dances being given falls to C. C. Worley, Asst. Club Manager, who is responsible for supervision of the orchestra, care of the floor, hall decorating and other features.



A typical Thursday night dance crowd enjoying the "light fantastic" at P. E. Club.



Marksmen Vie for Xmas Gobblers

Twelve Prize Birds Among Awards for Best Shooters at San Bernardino Event

ABILITY with the trusty rifle and sportsmanship enthusiasm are not limited to employees in and adjacent to Los Angeles, this fact having been demonstrated at the Bluerock Shoot held at Urbita Springs Park at San Bernardino on December 22 and 23. For attendance, excitement and pleasure of all present the event was one of the most thoroughly enjoyed gatherings of employees, their families and friends ever held in the vicinity of San Bernardino.

Particularly pleasing was the manner in which merchants of San Bernardino expressed their friendship by the liberal donation of worthwhile prizes, there being twenty-three firms who responded most graciously. Unfortunately, space does not permit in this issue of their names and prizes, but winners were informed to whom they were indebted and the merchants are on record with the Rod and Gun Club. Spice and zest was added to the competition through the awarding of twelve fat turkeys, secured from a nearby ranch by K. Thompson, worthy Field Captain.

In all thirty shooters were present, together with their families and those not possessed of such a blessing felt their handicap more keenly when lunch time arrived and odors of home prepared foods filled the air. However, their suspense was of short duration, as there was ample for all present and it was thoroughly enjoyed on tables placed among the giant cottonwoods. Excellent coffee was prepared and served by H. E. Froude, Park Superintendent.

Four members from Los Angeles were present in the persons of H. L. Wiggam, A. M. Cross, L. R. Spafford and E. H. Pierce. Both Spafford and Cross were among the prize winners. The wives of Messrs. Bill Knight and Cross demonstrated their keenness with the rifle, Mrs. Knight having landed a turkey and Mrs. Cross a berry spoon. When interviewed on the subject both Knight and Cross were reluctant to state whether or not their wives' aim had been cultivated through practice at home. C. H. Jones, our genial General Agent at San Bernardino, showed that he knew something in the sporting line besides horseshoe pitching, having ranked high among the leaders, with prizes of a turkey, shirt and necktie.

In all some 2,000 targets were thrown and the good scores made indicated that from henceforth competition is going to be made somewhat more keen among Rod and Gun Club star shooters, who in the past have had a monopoly on prizes at competitive events. The names of the winners and prizes won are as follows:

K. Thompson, turkey, watch chain and smoking tray.

"Bill" Knight, turkey, knife, house slippers and flashlight.

C. H. Jones, turkey, shirt and necktie.

A. R. Holmes, turkey and necktie.

Q. L. Thompson, flashlight and knife.

L. V. Thompson, two turkeys.

L. R. Spafford, two turkeys and smoking tray.

G. Grimsley, Big Ben alarm clock.

E. T. Hayden, belt.

O. C. Easley, turkey.

Don Finley, turkey.

A. M. Cross, thermos bottle.

F. Flowers, house slippers.

W. Rice, turkey.

Mrs. Bill Knight, turkey on drawing.

Mrs. A. M. Cross, berry spoon on drawing.

Cigars, cigarettes and candy were distributed liberally among shooters and visitors and every detail looking to their pleasure and comfort cared for.

F. E. Peachey was present and to him appreciation is expressed for the capable handling of many details and arrangement for transportation.

BALMY BREEZES BLOW BADLY AT FINAL TRAP SHOOT

Sunday, December 30th registered the closing trap shoot of the 1923 Tournament season and it also recorded a sad disappointment to some of the shooters, a day which will not soon be forgotten.

The morning broke clear and fine after a gentle rain the day before and at 9:20 a. m. the first contingent arrived at the shooting ground. At this time a gentle breeze was stirring the willows around the picnic grounds and all indications pointed to "a perfect day." "The best laid schemes o'mice and men gang aft a-glee." Our schemes were harassed by a terrific wind.

It was a "he" wind too—a fifty mile southwest gale that was carrying a volume of dust like a Kansas cyclone.

The velocity of the wind failed to put a damper on the ardor of the shooters, but they were so greatly handicapped that the poor scores made served to reduce the high average some had maintained throughout the season.

Lou Reed, of Tufts Lyon Arms Co. and Mr. Valleen (Selby Representative), were present as were also Jack Duirdorf and Dr. Blosser of Long Beach. Several shooters came from San Bernardino to take part in closing the season. There were nineteen who competed in the program and scores registered are as follows:

L. R. Spafford	.....	85x100
B. F. Manley	.....	76x100
L. V. Thompson	.....	69x100
J. L. Cowley	.....	68x100
K. Thompson	.....	54x100
Lou Reed	.....	69x 75
Mr. Valleen	.....	58x 75
Dr. Blosser	.....	54x 75
F. L. Manley	.....	58x 75
Jack Driver	.....	49x 75
C. H. Jones	.....	48x 75
Earl Haskell	.....	35x 75
Jack Duirdorf	.....	44x 50
H. L. Wiggam	.....	41x 50
W. A. Lyon	.....	18x 25
J. M. Geopfert	.....	15x 25
H. Smith	.....	15x 25
Mrs. L. R. Spafford	.....	9x 25
Helen Spafford	.....	6x 25

SOUTHERN DIVISION NOTES

By F. J. Oriva

Conductor W. J. Frogge, of the Hawthorne and Redondo lines, has resigned and will in the future conduct a vulcanizing business at Redondo Beach. He will be engaged in the business with his brother, an ex-Motorman of the Pacific Electric.

H. N. Christensen, Conductor on Long Beach mail car, has bid in Run No. 29, Redondo Beach line, to enable him to live at Redondo Beach.

Our well known Dispatcher, L. Co-vell, has left for an extended trip through the northern part of the state on a hunting expedition.

Conductor A. Koehler of San Pedro has returned to work after a thirty-day leave spent in Pittsburg where he attended his sick mother. We received the good news from Mr. Koehler that the mother is recovering.

In order to spend some extra time on his five-acre tract of land in Anaheim, Conductor B. E. Wasserman, of the San Pedro line, has bid in a one-man car at Santa Ana.

After four years of service working the baggage cars, Conductor A. G. Moore, decided to bid in a Dominguez run. Passenger work failed to appeal to him, however, and he has now bid in the Long Beach mail car.

Conductor R. E. George was recently appointed Starter at the Watts Car House.

P. E. BALL TEAM LEADS LEAGUE



Here are the members of the P. E. ball club who are making competitors take their dust in league races. Top row (left to right): Hilton, Bertleson, Krausche, Moudy, Allec. Middle row: Fitzgerald, McClung, Hill (manager), Morgan, Rachford. Bottom row: Elko, Handlon, Drunert, Young.

HOLDING first place in the Major Industrial League standing and second rank in the Double A League, the fast Pacific Electric ball team is setting a torrid pace which competitors are finding difficult to maintain. To win first prize in both these leagues, an accomplishment which now appears to be possible, our ball team will have performed a feat seldom, if ever, duplicated in semi-pro ball-dom. Under the capable guidance of Chas. P. Hill, Manager, the team is fielding, batting and playing together in a manner which bespeaks of tough sledding for all opponents.

A review of the games played during the past month will indicate the quality of our team's play:

Saturday, Dec. 1st., Pacific Electric, 7; N. O. Nelson Co., 7; (10 innings).

Sunday, Dec. 2nd., Pacific Electric, 20; Colton, 2.

Saturday, Dec. 8th., Pacific Electric, 4; Pacific Pipe, 1.

Sunday, Dec. 9th., Pacific Electric, 5; Ventura, 6, (Independent game).

Sunday, Dec. 16th., Pacific Electric, 3; Arcadia, 3, (11 innings).

Saturday, Dec. 22nd., Pacific Electric, 4; N. O. Nelson Co., 6, (Game protested and thrown out by the Assn.)

Sunday, Dec. 23rd., Pacific Electric, 12; Pasadena, 4.

December 29th., Pacific Electric, 5; N. O. Nelson, 4.

December 30th., Pacific Electric, 7; Gardena, 5.

Two more games are scheduled to be

played in the Major Industrial League, the P. E. team now holding first place. It has been a close race between our team and the N. O. Nelson and Pacific Pipe and Supply. The Pacific Electric boys climbed into first place by defeating the N. O. Nelsons at the Glendale White Sox Park on December 29th, by the score of 5 to 4, in which fracas they came from behind with a three-run lead against them and tied it up in the eighth inning and put over the winning run in the ninth.

In this game the usual old time fighting spirit was manifested to the last and it was through this and the great mound work of "T-Bone" McClung, backed by splendid support on the part of each and every member of the Club, that this important victory was achieved. The two remaining games will be bitterly contested as the results will determine which one of the three clubs shall receive the B. H. Dyas trophy and prize money.

In the Double A League the Pacific Electric, which is one of the two traveling teams in the circuit, has up to December 30th, been tied with two other clubs for second place. On this date, by defeating the Gardena team the railroaders climbed into undisputed possession of second place and is now only one-half of a game behind the leading Azusa club. This position has been gained through the remarkable performances of Pitcher Moudy, who worked every game, and the consistent fine team work of his club mates.

The brand of ball played by the Pacific Electric has been one of the bright features of this highest class semi-pro league, and if the boys continue their present gait, prospects are very good for them to figure in the final reckoning for the championship. Each member of the line-up is hitting well and their fielding is on a par with the very best in semi-pro ranks. The team has been encouraged by the attendance of its fellow employees at the games, and it is hoped that even larger numbers will turn out to support the players in the remaining games.

The balance of the Pacific Electric games in the Double A circuit will be played as per the following schedule:

Jan. 6th.—vs. Southern California Gas at Pasadena.

Jan. 13th.—vs. Azusa at Azusa.

Jan. 20th.—vs. Colton at Colton.

Jan. 27th.—vs. Santa Barbara at Santa Barbara.

Feb. 3rd.—vs. Arcadia at Arcadia.

Feb. 10th.—vs. Arcadia at Arcadia.

"It takes two to make a quarrel."

DIAMOND DUST

Manager Charlie Hill is to be congratulated upon the showing of the Pacific Electric Baseball Team, which has just about completed the winter schedule in the Major Industrial League and is half way through the Double A contests.

The games are all hotly contested and all employees who are interested in the Great National Game should avail themselves of every opportunity to witness these star performances. You will not see any better games anywhere.

Centerfielder Howard Krausche, (who during his week days is rustling freight at the Watts Station), is attracting much favorable attention by his consistent and dependable playing. There is no faster fielder in any company and he can also be depended upon to smack the apple at the right time, usually for extra bases.

G. G. (Rube) McClung, who is a Conductor on the Western Division, is fast getting back his pitching arm and is putting them over the plate in truly professional style with plenty of smoke and lots of stuff ("What they can't see they can't hit") and that tells the story.

It is to fall on Mac's shoulders to take up the pitching burden in the Double A League schedule now that Sailor Moudy has been called to other fields.

Those who like to see free hitting should watch Dan Leonard of the Mechanical Department swing the willow. "He hits them a mile." See for yourself any Saturday afternoon.

Dan Fitzgerald, of the Los Angeles Freight Station, is another hard hitter and usually annexes a home run in each game.

Captain Frank Drunert at second base is as fast as they make them and is also swinging a wicked bat.

Jack Morgan at short is one of the fastest infielders in the game and is always dependable in any situation.

The team will feel the loss of Pitcher Moudy, who sailed with the Pacific Fleet on January 2nd. His work attracted the attention of Coast League managers and he now holds a contract with the San Francisco Club and will join that team in the spring.

Rupe Hilton, pitcher and utility man, who joined the team in September, coming here from the North where he pitched for the winning team in the Tribune Semi-Pro League, is hitting the ball and is a regular "old reliable."

A recent addition to the team is Mike Elko, who appears to be a good one. He smacked out a home run in the Gardena game. However, he forgot there was a first base to touch and was flagged out by the umpire. Tough luck, Mike!

Chapman at left and Rachford at right are consistent fielders. While both have fallen off in their hitting, they are expected to regain their usual form before the close of the season.

Allec and Bertelson alternate behind the bat, the former also holding down third base in great style. Allec had a tryout a couple of seasons ago with the Chicago Cubs and expects to go up again.

Benny Mayer, who holds down the shortstop position on Saturdays, is a go-getter and is spoken of for a chance with a Coast outfit this next season.

"Wally" Knox returned to the fold on Saturday, December 29th, after a few weeks absence and is playing his usual fine game.

HOW MANY POLES ARE IN USE ON SYSTEM?

How many poles would you guess are in use on the Pacific Electric system?

Records reveals that at the present time there are slightly in excess of 65,000. The average length being forty feet, placed end to end they would extend a distance of 492 miles, or slightly greater than the distance from Los Angeles to San Francisco.

The present market value of a thirty-five foot pole being \$24.00, it will be seen that the replacement of poles on system would well exceed \$1,500,000.

Let Her Down Easy

Young Husband: "Did you make those biscuits, my dear?"

His Wife: "Why yes, my love."

Her Husband: "Well, I'd rather you would not make any more sweet-heart."

His Wife: "Why not, my love?"

Her Husband: "Because, angel mine, you are too light for such heavy work."—Selected.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUE AND EXPENSES, TAXES AND INCOME ACCOUNTS—NOVEMBER, 1923

Passenger Revenue	\$1,221,580.90	
Freight and Switching Revenue	531,655.86	
Other Revenues	72,503.22	
Total Railway Operating Income		\$1,825,739.98
Total Railway Operating Expenses:		
Wages	\$851,875.95	
Other Charges	392,136.87	
Transportation for Investment Credit	958.92	1,243,053.90
Revenue less Operating Expenses		\$ 582,686.08
Depreciation	24,472.72	
Taxes assignable to Railway Operations	89,649.08	
Total Depreciation and Taxes		114,121.80
Revenue less Operating Expenses, Depreciation and Taxes		\$ 468,564.28
Non-Operating Income		6,669.12
Net Revenue		475,233.40
Interest on Bonds and Other Debt	335,923.42	
Rent and Miscellaneous Income Deductions	101,973.86	
Total Deductions		437,897.28
Net Income for month		37,336.12
Net Income for 11 months		252,531.74
Los Angeles, Cal., Dec. 27, 1923.		

L. A. LOVELL, Auditor.

Is There a Little Fairy in Your Home

THE Pacific Electric family is a big institution and by far the most important member is the little toddler in your home and who, up to this time, has not been given his mead of recognition through our family publication, the Magazine.

We are going to start a "Baby Page," running one page each month in the Magazine of portraits of babies within the homes of Pacific Electric families, and we ask all our employees to send in pictures of their little children under the age of five for reproduction on this page. All pictures sent in will be carefully preserved and returned to the owner as soon as it has been photographed for engraving.

With the picture of your young hopeful attach a slip giving full name of the baby, the name of its parents, their address and the department of service in which the parent is employed.

Help us make this baby page one of the most attractive features of the Magazine and choose the picture of your youngster that you like the best for this purpose.

ENGINEERING DEPT. NOTES

By A. J. Guercio

Car repair track 460 feet in length, is being installed at 14th St., San Pedro to provide facilities at the Harbor for the prompt repair of freight equipment.

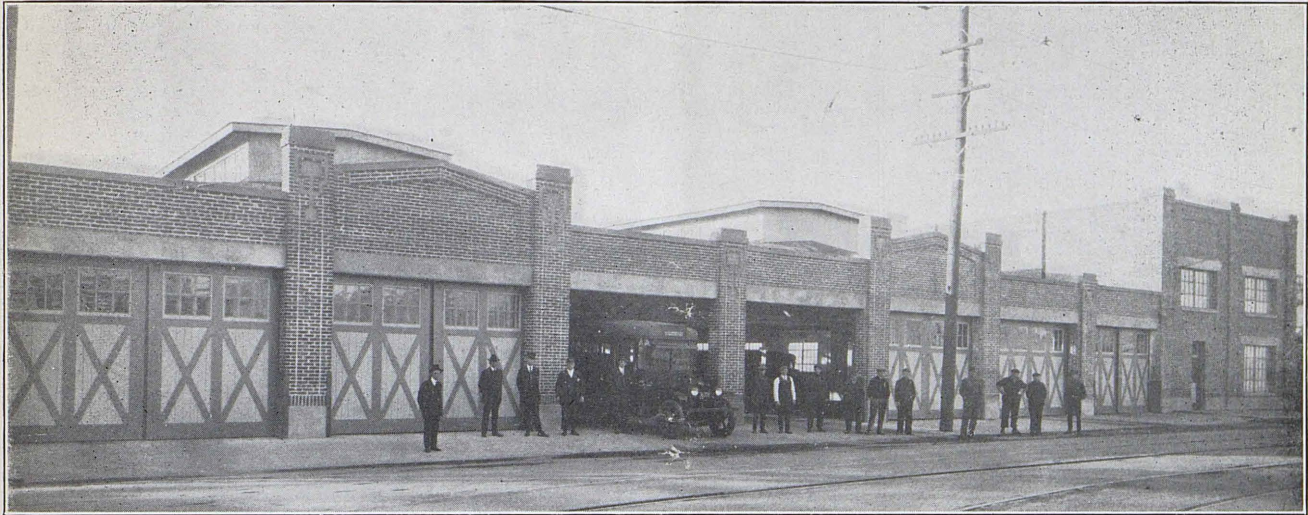
450 ft. of spur track has been installed at "Half Way House" on the Gardena-San Pedro line to serve Foot's Transfer & Storage Company.

Due to the city of Long Beach improving Daisy Avenue between 16th Street and Cowles St., the single track bridge, 495 ft. in length, on the Daisy Avenue Line has been removed and replaced with earth fill.

The construction of 4093 lineal ft. of track and the shifting of 3612 ft. is in progress at San Pedro between 7th and 14th Streets. This work is in conjunction with the work of the Harbor Dept., of Los Angeles in extending Harbor Truck Blvd. to the Outer Harbor section. It will necessitate the construction of a reinforced concrete retaining wall 1300 ft. in length and varying in height from one to 40 ft. The construction of the wall eliminates the heavy slopes required to support the highway and provide additional space for two tracks, thereby allowing expansion of the Harbor Yard to facilitate the freight traffic at this point.

"It takes two to make a quarrel."

HOME OF MOTORBUSES FOR PASADENA SERVICE



EQUIPPED with every facility for the storage, up-keep and repair of the forty-eight motorbuses used in the Pasadena local service, our new garage, located at Bellevue and Broadway, is now in service. Centrally located and designed along lines best suited for its requirements the garage and its equipment will meet the needs of the service for some time to come.

The building proper is of brick and concrete construction, is light and airy, and embodies the best features in modern garage construction. One of its outstanding features is the number of entrances, there being seven separate doorways by which buses may leave or make entry to the building. Improved repair pits, sunken gasoline tanks and the most modern repair equipment is numbered among its appointments. While not yet completed, a gasoline pipe line is to be installed to a near by spur track, making possible the delivery of carload lots of gasoline, insuring abundant supply at minimum delivery cost. A large airy recreation room is shortly to be equipped with billiard and card tables, together with other equipment for the pleasure and comfort of employees. Roomy offices, lockers and a splendid washroom are among other features.

Some idea of the extensiveness of the company's bus operations in Pasadena may be had from the following facts concerning the service: At the present time about seventy bus operators are required on the various lines throughout the city. The buses average 100 miles daily each, or about 140,000 miles monthly. The services of sixteen men are required in the office and shops incident to operation and repair of the equipment.

Frank A. Bennett, formerly of the Torrance shops, is foreman in charge of the Pasadena equipment and W. H. Hutton is caring for the clerical end of the operations. Both have demonstrated their fitness for the responsible tasks assigned to them.

HOLLYWOOD TUNNEL WORK TO BEGIN SHORTLY

Plans for using a portion of the underground section of the Pershing Square as a subway terminal having met the disapproval of the city officials, the State Railroad Commission last month ordered that the original plans of the Company for building the Hollywood Tunnel be begun.

The order of the Commission stated that work should be started within sixty days from December 23rd, making February 21st the expiration date of the order. Mr. Pontius has stated work will be commenced within the prescribed period, so that there remains but a few weeks before actual construction will be in progress. Fifteen to eighteen months is the estimated time required to complete the project.

While it is disappointing that the plans to use the park as a terminal could not be affected, which would have made for greater flexibility in meeting future transportation needs and growth, construction of the tunnel as originally planned will be the greatest aid in the relief of congested downtown traffic heretofore offered and also will afford a greatly improved and more rapid service to Hollywood and all points in the San Fernando Valley.

In the next issue of the Magazine we hope to be able to outline in a comprehensive way all details incident to the construction, equipment and operating features of the tunnel.

Prisoner Not Included

"The next person who interrupts the proceedings will be sent home," said the judge.

"Hurray!" said the prisoner.—Ex.

"It takes two to make a quarrel."

NEW EQUIPMENT SCHEDULED FOR EARLY DELIVERY

Fifty new local cars for service on our Hollywood and Santa Monica Boulevard lines are scheduled for delivery during February, according to advice received from an eastern manufacturer last month. It is expected that all of these cars will be in service by the end of March, which will give to Hollywood practically 100% of the 600-class equipment.

The new cars, with the exception of a few minor improvements, are of the same type as the fifty cars added to the Hollywood service last year. Seating sixty-five passengers and embodying every modern improvement and safety device, this equipment has proven ideal in handling the traffic on the Hollywood local lines. The new cars are being built at St. Louis and are to be delivered complete with the exception of some of the electrical equipment, which will be installed at the Torrance shops.

The one hundred new cars purchased for the Hollywood service involve an expenditure of \$1,837,000.

Delivery on fifty new all-steel interurban cars, is also scheduled during the early months of the coming year. These cars, costing \$37,000 each, will be used on various Pacific Electric lines throughout Southern California.

Don't kill your wife. Let us do the dirty work. Wet Wash Laundry.—Squib.

Eyes that see and brains that think are the best safety devices ever produced.

What the Rain Did

A little rouge, a little curl,
A powder box, a pretty girl;
A bit of rain, away it goes—
A different girl, with freckled nose.

LONG BEACH LOCAL LINE TO BE EXTENDED

Local service in the city of Long Beach will shortly be augmented by the extension of the East Second Street line, announcement of which was made late last month by Mr. Pontius. The extension, which will be one and a half miles in length and entails an expenditure of \$125,000, will be begun at an early date, materials having been ordered.

The new line will branch from the former Alamitos Heights line at Livingston Drive and East Second Street, running on Second Street to Bayshore Avenue and Toledo Street. At this point a trestle, 390-feet in length, will cross the Alamitos Bay channel and the line extended to connection with the Newport Beach line.

Building of this extension was brought about due to the rapid growth and necessity of transportation in the southeastern section of Long Beach and Belmont Shore district.

MEDICAL DEPT. NOTES

By Miss E. Brahm

Dr. Alexander Fleisher, Secretary of the Metropolitan Life Insurance Company, recently made a tour of inspection of the Pacific Electric Medical Department relative to establishing nurses in connection with the recent insurance taken out by the employees. He stated that he knew of no corporation which gives employees as good care as does the Pacific Electric. This, of course, made every member of the Medical Department happy.

On December 16th Dr. Arnold M. Scholz left for Michigan City, Indiana, where he was married to Miss Eva Way on December 22nd.

Miss Way, a most charming young lady, formerly lived in Los Angeles and has many friends here who extend their kind wishes.

Dr. Scholz has been in this Department for several years and on account of his untiring efforts and able care of employees has won a host of friends among the ranks. After an extended honeymoon in New York City and other eastern points, Dr. and Mrs. Scholz expect to return to Los Angeles about January 22nd. May an everlasting blissful life be theirs.

Mrs. Lulu B. Worley, Nurse in this department, has been confined to the Pacific Hospital for two weeks. Recently, however, she was taken to her home and is gradually improving. Miss Elizabeth Mahon is taking Mrs. Worley's place during her absence.

Miss Helen Flinn, our XRay Technician and Nurse, left for Michigan City, Indiana, on December 16th to attend the wedding of Dr. Scholz and Miss Way. The bride was a classmate of Miss Flinn in Chicago and they came to Los Angeles together several months ago.

Annual Ball Set for Monday, Jan. 21st

A **N****O****T****H****E****R** happy "family" event is on the calendar for an early date, the Annual Ball given by the Pacific Electric Club being scheduled for Monday evening, January 21st, at the Redondo Beach Auditorium.

As is the case each year, employees, their relatives and friends are invited and special announcement cards, giving full information and details, will be distributed well in advance of the event.

Club Manager Vickrey announces that the Club Orchestra will supply the music at the coming ball. All who have attended the dances at the Club recently have commented upon the excellent class of music being rendered and the continued improvement of the orchestra. New features, looking to make the next Ball the banner event, are being worked out and Mr. Vickrey promises an evening of entertainment heretofore unsurpassed.

Remember the date, Monday, January 21st, make a note on your calendar and bring your family and friends.

WHAT IS A BILLION?

The average person has little conception of the tremendous number that a billion involves. Let's sharpen our pencil and see how many minutes have elapsed since the birth of Christ.

Take 1923 years and multiply by 365 days, times 24 hours, times 60 minutes. The result will show that since the beginning of the Christian Era there has been but slightly more than a billion minutes, to be exact, 1,010,728,800.

COMPARISON OF ACCIDENTS DURING NOVEMBER 1922 and 1923

	Northern Division 1923-1922		Southern Division 1923-1922		Western Division 1923-1922		P. E. Land Co. 1923-1922
Interference with vehicles	141	138	168	130	260	184	39 ...
Collisions and interferences with cars	7	9	17	15	17	7	
Persons struck by cars	8	10	10	13	12	5	
Derailments	14	7	40	20	15	6	
On and off moving cars	16	17	18	12	23	9	
Miscellaneous	36	33	43	47	46	52	6 ...
Total	222	214	296	237	373	263	45 ...
	I-8		I-59		I-110		
	1922		1923				
Interference with vehicles	452	608	34.5%	Increase			
Collisions and interferences with cars...	31	41	32.3%	Increase			
Persons struck by cars	28	30	7.1%	Increase			
Derailments	33	69	109.0%	Increase			
On and off moving cars	38	57	50.0%	Increase			
Miscellaneous	132	131	.8%	Decrease			
	714	936	31.0%	Increase			

WESTERN TROLLEYGRAMS
By E. C. BROWN

The Trainmen of the Western Division extend to every P. E. employee and member of his family a Happy and Prosperous New Year.

Conductor E. V. Ashby has just returned to work after a trip to Salt Lake City and Ogden. He tells of seeing snow ten feet deep and states that he is mighty glad to be back in the City of Angels.

At Sherman on January 17th the Trainmen's get-together meeting will be held. Let's start the New Year right by being on hand early, thereby having an opportunity to get acquainted with our fellow-workers.

We have it on good authority that Conductor S. B. Stowe, the man with that pleasing baritone voice, will give us a treat by singing at the P. E. Club in the near future. We will announce the date later.

Another "champeen" on our division. It is Conductor E. P. James who specializes in weight lifting. Anyone who wishes to dispute his laurels, can send the challenge to the writer at the Hill Street Station.

Now comes the good news that an embryo oil magnate in the person of Motorman O. M. Lane is imminent, oil having been discovered on some of his land holdings in Texas.

We are glad to note that Fred Owens, Mechanical Foreman at Hill Street Station, has returned to work and that he was not seriously injured when struck by an automobile on Hill Street recently.

Ouch!

He—If I had known we were going through a tunnel, I'd have kissed you.
His Girl—Heavens! Wasn't that you?—Exchange.

HOLLYWOOD GIVEN ADDITIONAL BUS SERVICE



City officials and Hollywood Chamber of Commerce members warmly greet introduction of motorbuses on Sunset Blvd. and Vermont Avenue. Fifty motorbuses are now operating into the Hollywood district.

REQUIRING twenty buses, two new bus lines to meet the city's growing transportation needs began operation on Thursday, Dec. 20th. The fast growing Hollywood section is the district now being served with additional transportation, the new lines being operated into that section by way of Sunset Blvd. and Vermont Avenue. Both new lines operate into the city's business district via Eight, Hope, Seventh Street, Grand Avenue and outbound via Eight Street.

Pending definite establishment of travel requirements on these lines a ten and fifteen minute service will be given throughout the day. Eighteen more bus bodies are being built and will be completed within the next thirty days, he stated, at which time additional service during the peak hours of travel will be installed if traffic volume warrants more service.

The Sunset-Vermont-8th St. Line has as its western terminus Sunset Blvd. and Laurel Canyon Drive and inbound operates east on Sunset, south on Vermont and east on 8th Street. Outbound the buses operate over the same route to Sunset and La Brea Ave., from which point half of the service is routed via Sunset Blvd. to Laurel Canyon Drive and half north on La Brea, west on Hollywood Blvd., south on Orange Grove and west on Sunset to terminus at Laurel Canyon Drive.

This route covers approximately 9.5 miles and for the present a straight ten minute service is given from 6:00 a.m. to 12:00 midnight.

The other line, known as the Vermont-8th St. Line, has its northerly

terminus at Hillhurst and Los Feliz Blvd., and also operates into the business district via Vermont Avenue and 8th Street. In order to serve a larger district at the northern terminus of the line, half of the service from the corner of Vermont and Prospect Avenue is routed north on Vermont, east on Los Feliz south on Hillhurst and west on Prospect. The other half of the service makes this loop in reverse direction.

This route covers approximately 6.25 miles and a fifteen minute service will be effective from 6:00 a.m. to 12 midnight.

A 6-cent and 10-cent fare with transfer privilege is effective on both these lines. The 10-cent fare covers transportation with transfer to all local fare points on both the Los Angeles and Pacific Electric Railways and also to intersecting bus lines. The 6-cent fare is limited to points in Hollywood and as far south as Wilshire Blvd., with transfer privilege to Pacific Electric local cars to local fare points in Hollywood, bounded on north by Hillhurst, on east by Sanborn Jct. and Quint on the west.

Operation of the two new lines traverses in part a district heretofore included in the Los Feliz leg of the Western Avenue bus line and in order to serve an additional territory and avoid duplication of service, a slight change was made in the route of the Western Avenue line. Buses heretofore operating to Los Feliz and Hillhurst Avenue are now routed east on Franklin Avenue, south on Hillhurst to Russel, west to Rodney Drive, north to Franklin and thence westward over regular route.

The buses to be used on these lines are of the same type as now operated on Western Avenue, seating twenty-five passengers and being equipped with every modern operating device and safety equipment. Fully equipped the buses cost approximately \$8,000 each.

With the two new lines in service the Los Angeles Motorbus Company, which is jointly owned by the Los Angeles and Pacific Electric Railways, now has a total of 50 buses engaged in local transportation service.

WESTERN DIVISION SAFETY COMMITTEE APPOINTED

The Western Division Safety Committee for the months of January, February and March will be composed of the selected Trainmen noted below:

F. G. Watson, Conductor, Hill Street.

H. Lots, Motorman, Sherman.

H. Jacobs, Conductor, Los Angeles Street Yard.

H. W. Vaughan, Motorman, Ocean Park.

D. G. Garlock, Conductor, Sherman.

L. W. Speake, Motorman, Sherman.

It will be the duty of these trainmen to bring up for consideration such practices and conditions as may be found unsafe or hazardous, that same may be remedied.

Trainmen and other employees of the Western Division should bring to the attention of members of this Committee any matter that may appear to warrant consideration and correction.

SANTA SHOWS HIS REGARD FOR HELLO GIRLS



Our Telephone Operators and the shower of Yuletide presents they received.

SANTA CLAUS, alias employees of the General Offices, bountifully supplied our efficient corps of Telephone Operators with a wealth of sweets sufficient to last them for many days into the New Year. Among the multitude of Christmas packages received by these young ladies were candy, glazed fruits and other toothsome bits; not to mention gifts of a more substantial nature. Of candy alone, our girls received more than seventy-five pounds.

The manner in which these young ladies were remembered during the Yuletide season reflects well the quality of service rendered by them, as well as appreciation of the arduous and exacting work in which they are engaged. It is a matter of frequent comment that no private switchboard in Los Angeles has more capable or obliging operators than our own. Incidentally, there are few, if any, switchboards in Los Angeles where a larger volume of calls are registered daily. Consideration of the tension and trying conditions under which these ladies labor by all using telephones will aid in a continuance of the high class of service being given.

The Pacific Electric switchboard is in charge of Margaret Thomas, her assistants being Lilian Lienne, Bessie Wright, Bessie Bundy, Dena Winstead and Lena Raymond. Request was made that we express their sincere thanks for having been remembered so generously and also their appreciation of courtesies and co-operation extended them throughout the year.

P. E. MASONIC CLUB ELECTS OFFICERS FOR 1924

At the last regular meeting of the Pacific Electric Masonic Club, held December 11th, the following officers were elected for the ensuing year:

President—N. D. High.
 1st Vice President—F. L. McCulley.
 2nd Vice President—E. A. Stevens.
 3rd Vice President—I. J. Williams.
 Treasurer—H. G. McDonald.
 Secretary—L. H. Appel.

The meeting was addressed by A. E. Roome, formerly Superintendent of Signals, Telephone and Telegraph of this Company, now employed in the Car Service Division of the American Railway Association.

The next regular meeting will be held January 8, 1924, at the Pacific Electric Club.

Motorbus Musings

By J. A. Birmingham

Each month henceforth under this column the Magazine will contain a message to Bus Operators the object being about a more complete and uniform understanding concerning various matters pertaining to their duties.

While this company operates service in several cities and towns in Southern California, the subjects touched upon are, in a general way, applicable to any or all communities where buses are operated. There is no doubt that with the hearty co-operation of every Operator, our bus service can be made to equal, if not excel, that of other large cities in the East to which Mr. Pontius called especial attention at a recent Staff Meeting, lauding in particular the courtesy

of the men employed on the Fifth Avenue Bus Line in New York City.

Courtesy is perhaps the greatest factor in the upbuilding of any business, particularly when dealing with the general public, and more especially so when the business is that of selling or dealing in transportation.

You as Bus Operators are in reality officiating in the capacity of traveling salesmen for this Company, and the impressions you make upon the people with whom you come in daily contact are likely to be lasting. Therefore it behooves each Operator to cultivate the habit of being courteous and practice it continuously in your dealings with the traveling public. Although there may be times when your efforts along this line may apparently be unnoticed, nevertheless you are performing a paramount duty which eventually cannot help but bring its just reward.

Economy is another important matter which should be given careful consideration. It is occasionally observed that better mileage per gallon of gasoline has been made by some Operators, while operating identically the same bus, than has been made by others. Consequently, you are urgently requested to study this matter closely and in every possible way reduce to a minimum any unnecessary waste of gas, also to watch closely when drawing gasoline from service stations to see that you receive proper amount for which cash coupons have been surrendered.

Accuracy in entering on Form O-145, also in cash coupon books, exact amount of gasoline drawn is very essential, as this is the only means that the Mechanical or Accounting Department has of making proper charges of this commodity against each individual bus.

MECHANICAL DEPARTMENT NOTES

By Willis M. Brooks

The month of December has, for the Mechanical Department, been a month of contrasts. Life and death; happiness and sorrow; love and the fullness of life have each had their inning.

Life: To Mr. and Mrs. Walter A. Bruno of the Torrance Machine Shop, on Dec. 19th, an 8 lb. baby girl.

Death: It is with sorrow and sympathy the Mechanical Department records the following deaths:

Thomas E. Foster, helper, Blacksmith Shop. Born Feb. 19, 1882—died Dec. 8, 1923. Mr. Foster entered the service on Oct. 27, 1922, was a competent employee, well liked by his associates.

James F. Briggs, Jr., son of James F. Briggs, Assistant General Foreman, Southern and Northern Division. Born in 1913.

The death is particularly sad. The lad was riding on a truck and either fell or jumped off and was run over by a heavy trailer attached to the truck.

Martin Bernstein—Born 1902—Died Dec. 12, 1923.

The following notice turned in by J. R. Hughes, the foreman under whom Mr. Bernstein worked is the best tribute we could give. "We regret to announce the passing on Dec. 12th of Martin Bernstein employed in the Tin Shop at Torrance. Martin had a jovial disposition and a ready smile and was a clean cut boy all the way through. We deeply sympathize with his parents, two brothers and a sister, who are left to mourn his loss."

We learn that a sister of Robert Wilson died in Los Angeles on Friday the 21st, from heart failure.

Death is always sad, and little can be said to lessen the sense of loss. The sympathy of all the family is extended to those who sorrow.

Happiness and Love: Miss Beulah Bever of Mr. Geibel's office and Dean Curtis, cashier of a bank at Moneta, Saturday afternoon Dec. 22, at the Presbyterian Church, Moneta, Rev. Mr. Leech performing the ceremony. B. M. Hoyt acted as best man. Mrs. Curtis' younger sister "Goldie" acted as bridesmaid. Mr. Curtis, we have every reason to know, is a very fortunate young man and to both we offer our best wishes and congratulations.

Miss Dorothy La Porte of Pasadena and Ed Stevens of the Machine Shop at Torrance at the Long Beach Episcopal Church, Friday, Dec. 21st. Mr. Stevens is a nephew of E. A. Stevens, Asst. to Mechanical Superintendent and has a host of friends throughout Southern California who were present at the ceremony. May all good things travel with them.

Miss Catherine Wildie and August Meindinger of the Carpenter Shop,

Torrance, on Oct. 24th, at St. James Church. J. F. Lewis acted as best man. This announcement is late, but the many friends of the happy couple will join in wishing them a long and happy married life.

Miss Florence Abrams, formerly of the Winding Room, and Vincent Viellenave, armature winder, at the Bride's residence Nov. 22nd, by the Rev. G. A. Porter. C. T. Howard acted as best man and Miss McEwen as bridesmaid. Mr. and Mrs. Viellenave have many friends in the "family" who have expected this announcement for some time. We join with them in heartiest congratulations.

Wm. H. Goodwin for many years at Macy St., left the services on Dec. 20th, to enter business for himself. If the same energy and foresight that has characterized his service with the P. E., is given to his new venture, its success is assured.

THE Mechanical Department force claims to be "The men behind the railroads."

In the cut herewith is a picture of Wm. Spalding, veteran shop employee. He had nothing of news to offer, but being in a somewhat reminiscent mood we obtained something of his service history.



Wm. Spalding

E. system, he had charge of making all the "special work" for the new standard gauge tracks turned over to the Pacific Electric.

At that time beach crowds were hauled in the old 60 and 70 class cars and required one and a quarter hours to make the trip.

The old style split gears were then in use and when one loosened, as they often did, the trip was lengthened for an indefinite period.

Before coming to the P. E., Mr. Spalding served for 17 years as a locomotive machinist for the Lake Shore Line running into Chicago. He is at present foreman of the machine shop. His many years of service sit lightly, for his shoulders are straight, his head high, and his eyes full of the joy of living.

H. B. Carmichael of the Winding Room, Torrance, has perfected a "jig" to bolt GE 73 commutators on to the armature. Heretofore this job was always a difficult one, requiring a great deal of time and labor. Good work Mr. Carmichael!

Incidentally, we might mention that the personnel of the men in the Mechanical Department is of a high standard and unquestionably many ideas for improving methods are thought of. Such ideas show the initiative and resourcefulness of the individual and should be given to foremen for consideration.

B. Collins suffered a painful accident when he slipped on a car roof and sprained his ankle. He has been assigned clerical work pending its healing.

Walter Bloomfield of the Controller Room, together with some other sportsmen, recently went hunting in Etawanda, Wash. The brush was high and Walter short, with the result that Walter got lost. After many adventures, but little game, he finally broke through the brush and arrived safely home.

Chas. Mueller, Station Agent, Torrance, says Torrance is one busy station. If such is the case, and we know it is, Mr. Mueller must be the right man in the right place.

John Gunderson and Wm. Griffith are building homes in Torrance.

In the Controller Room a longfelt want has been filled by the installation of a new up-to-date lathe. Gus Himmelman operates the new unit, which has all the latest attachments. Both Gus and Al Rice, Asst. Foreman are as proud of the machine as a new daddy of a bouncing boy.

PASADENA PICKINS By P. H. Riordan

Conductor Reep is back on his run after having enjoyed an extended trip through the Southern states.

Motorman Rovai was assigned to the Mail Car during the holiday season and in this manner helped out considerably in facilitating the work of our old friend Mr. Santa Claus.

Our Trainmen's meeting for the month of January will be held in Pasadena. A good attendance is expected and highly desired.

Operator Walker, of the Glenarm Bus Line, is back to work after his vacation. He spent some time hunting just before Christmas, but regardless of this fact we learn that the butcher had to deliver him his Christmas poultry.

Motorman Gibson has returned to work after a pleasant vacation. He is for the present operating a bus run.



Ambiguous

Missionary—And do you know nothing whatever of religion?

Cannibal—Well, we got a taste of it when the last missionary was here.—Boston Transcript.

(A messenger boy with a telegram for Mr. Smith rings at two in the morning): "Does Mr. Smith live here?"

Feminine Voice (Wearily): "Yes! bring him in.—Exchange.

The value of variation.—"Why do you constantly favor new methods of Taxation?"

"I consider it necessary," said Senator Sorghum, "to enable the people to look forward to some kind of a change. If we can't satisfy 'em, we can at least keep 'em hopeful."—Washington Star.

Considerate—"Would you mind driving a little slower, old man?"

"Not getting scared, are you?"
"Oh, no, nohing like that, but I'd hate to take an unfair advantage of my life insurance company."—New York Sun.

Women may not be as clever as men at figuring out other things. But they are cleverer than men when it comes to figuring out trouble that never will happen.—Arkansas Thomas Cat.

Ready With Answer

"Dost thou take this woman to be thy wedded wife?" asked the old minister. "Dost thou promise to keep her in adversity or prosperity? Wilt thou care for her, protect, cherrish and love her? Wilt thou slave all the days of thy life to buy her food and clothing, amusement and comfort?"

"I wilt," responded the groom faintly, as he toppled over into the arms of the best man.—Exchange.

Small Boy—Me fadder wants a nickel's wort' of ice cream.

Soda Clerk—Cone?

Small Boy—Naw, Rosenbaum.

—Froth.

No man can be cheated out of an honorable career in life unless he cheats himself. Believe in yourself and your capabilities and you will not be cheated.—Emerson.

"Beauty is only skin deep, but personality is thicker'n a mile."

Enlightenment

Phil—Set me clear, please. Who's this Rigoletto I'm often hearing about?

Whil—Oh, another one of those muscle dancers, I suppose.—Coronado Strand.

Golden thought for our won't-work friends: "God provides food for every little bird, but he doesn't throw it into the nest."

"I don't need any speedometer on my car," said John McNee. I can easily tell the speed."

"How do you do that?" asked Jim.

"Well, when I go ten miles an hour my lamps rattle; when I go fifteen miles an hour, mudguards rattle, and when I go twenty miles an hour, my bones rattle.—Exchange.

"The man who once most wisely said, 'Be sure you're right, then go ahead,' might well have added this, to wit, 'Be sure you're wrong before you quit.'"—Axiom.

FIRST ELECTRIC RAILWAY AND FIRST CONDUCTOR?

On January 10, 1888, when the world's first electric street car rolled from the Richmond, Virginia carbarn, Conductor Walter B. Eubank collected the first nickel to be paid on an electric line.

More, he turned the nickel in, for this five-cent piece is now on exhibit in a public museum in New York City.

The conductor—now a motorman—is also on exhibit, on the head end of a Virginia street railway, where, after traveling some 800 thousand miles and handling more than six millions of passengers, he is still in the street railway game.—O. B. Bulletin.

Some men succeed better than others becaus they attempt more.

A negro went into a hardware shop and asked to be shown some razors, and after critically examining those submitted to him, the would-be purchaser was asked why he did not try a "safety," to which he replied:

"I ain't looking for that kind, I want this for social purposes."

New Rule

All requests for leave of absence on account of toothache, severe colds, and minor physical ailments, and on account of church picnics, weddings and funerals and the like, must be handed to the foreman in charge of your department before 10 a. m., on the morning of the game.—Exchange.

Stop - Look and Lissen

he was speeding in his flivver,
rushing eastwerd by the river.
he was giveing lerching lizzie all the gas that he cood
give her,
till he jammed upon the brake,
makeing lizzie snort & shake,
but the trane came roaring on him; he had made his
last mistake.

he got stalled upon the track;
haddent time to start or back,
so he made heroic efforts to abandon his old hack.
all too soon he breethed his last,
for the trane was much too fast;
he was greeting old St. Peter by the time three coaches
passed.

nevermore he'll speed his flivver,
urje it eastward by the river;
nevermore will he give lizzie all the gas that he can give
her.

after he was struck that day
he soon STOPPED, but people say
that he'll never LOOK & LISSEN, 'cause he's too darn
far away.

—Punkin, in Detroit Motor News.

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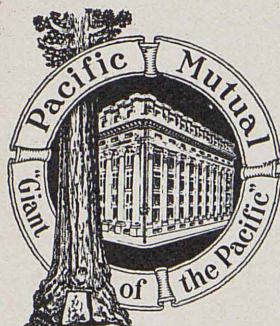
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

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

ASSETS

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

LIABILITIES

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

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

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

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