



The Pacific Electric MAGAZINE



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No. 2



A summer day's answer to Neptune's call.

All Have Obligation to Aid in Meeting Grave Emergency Confronting Us

THE problem of power has been put up to us by necessity, the lack of rain in the valleys and snow in the mountains last winter having left the peaks and canyons bare and the streams dry.

No water to turn the great turbines means no power to operate the industries of Southern California during this summer season.

Every user of electric current is asked to join in saving 25% of his ordinary consumption. To the Pacific Electric, the largest user of electricity in California, this means much. Every car that moves, every station light, and every motor in the shops should bear its share in this reduction.

Every employee who operates controller handles, or turns on a light switch, should take his part in the work of conservation. The member of the operating staff who may be responsible for preparing a schedule, and the crew responsible for operating on it should interest themselves in this matter of economy now that later in the season we may not have to face an even greater shortage.

Trainmen can do much by heartily joining in the coasting program now being urged. Skip stops are aiding materially and in this way the public generally can help by cheerfully accepting the slight inconvenience for the general good. Station and office lights should be burned only when absolutely necessary. Machinery in the shops should not be operated a moment unnecessarily.

Many cars have been cut off trains and many runs reduced and in some cases motor coaches have been substituted. If your run has been affected, bear in mind that this is a temporary disarrangement and that after the first rains of the fall we shall have more hydro-electricity and operation will become more normal.

Let us all pull together to save power for the good of all.

F. L. ANNABLE,
General Superintendent

Facts Relative To Need of Power Saving

Condition, and Not a Theory, Confronts us and Propaganda Is Not Involved in Threatened Peril to District

By S. H. ANDERSON,
Supt. of Power and Equipment

A VERY serious crisis due to the acute shortage of the normal power supply is now confronting Southern California and in a large measure the entire state, and it is only by the stringent measures and the curtailment of what is an extreme emergency may be considered unnecessary or nonessential service that industry and the agricultural interests may carry on.

At a time when the rivers, storage lakes and reservoirs, should be filled with water, we find them comparatively dry due to the unusual light rainfall during the past winter. Kern River, one of the two principal sources of water power supply for the Edison system is carrying less than 25% of the water usually available at this time, and Huntington Lake, the principal storage reservoir of the Big Creek system of the Edison Company is in a similar condition.

This has resulted in rendering thousands of kilowatt capacity of electric generating equipment dependent upon water power for its motive force utterly useless for the time being to meet the normal power load demand.

Unprecedented Situation

Without question it is difficult to actually realize the seriousness of the present situation, accustomed as we have grown to having a comparatively unlimited amount of electrical energy available for every need and purpose. This is especially so here in Southern California where electrical development has set a pace unequalled anywhere, but a critical condition, unforeseen and absolutely unavoidable has risen and must be met unbegrudgingly.

During the past 10 years to 15 years the increased power load demand of Southern California has been fully met with hydraulic development and installations, with little or no new steam power plant construction. The existing steam power plants have normally not been required, except as reserve capacity to assist in carrying the peak loads or take care of a minor emergency, but the present conditions have created too great a demand on the existing steam plant facilities to fully relieve the stress.

It is important to remember that the present extensive hydraulic installations were made with ample provision to adequately meet the load demand under the severest dry year conditions for which there were any available records; also that nowhere has the domestic and industrial power load demand grown so rapidly as in Southern California.

Upon realization of the conditions that they were to be called upon to meet, the Power Companies took immediate steps to increase their present steam plant capacity and arrange for operating every existing privately

District Faces Most Grave Condition in History

SERIOUSNESS of existing power shortage is of such importance at this time that we have called upon Messrs. Anderson, Annable and Grace to outline the situation in minute detail that the full quota of facts may be available for our knowledge and guidance.

The publicity given the subject is not the result of wild or unfounded rumors which frequently fill the air when impending issue of public concern arise. The demand for a 25% reduction of power is founded, after careful research, on available supplies of water and steam power for the production of energy. All of us can and must do our bit!

The situation is really a desperate one and the public welfare and industrial continuance are linked with the issue of how much electrical energy we singly and collectively can save.

Every phase of the issue is fully covered for the guidance of all, and Trainmen of this Company especially, who as a whole consume more electrical energy than any other industry in California, are urged to acquaint themselves with the facts and practice energetically the economies outlined.

Mr. Trainman, remember this fact: Five Kilowatt hours saved will operate a car one mile. How many miles are YOU going to contribute?

owned power generating unit available. It developed into a problem of obtaining kilowatt-hours, regardless of the cost. Unfortunately, however, new installations take considerable time and all of the other facilities available are not sufficient to meet the power demand.

Among the facilities availed of were the Central Avenue and Vineyard power plants of this Company, with a combined capacity of approximately 15,000 kilowatts. Both of these plants had been out of service since 1913, and in addition a large amount of the auxiliary equipment and a number of the boilers had been subsequently sold, and it was considered but a matter of a short time when the generating equipment would be dismantled

and disposed of. The plants are over 20 years old, of obsolete design and compared with the present day steam turbine operation, are very inefficient, but in spite of these conditions the two plants are being operated today and adding their bit. The engineers of the Southern California Edison Company rendered valiant service in rehabilitating these two plants especially in such a short period of time.

Despite the extreme measures taken, it has been impossible to obtain adequate capacity to meet the demand thus making it necessary that the available energy be rationed along the lines which we are now familiar. Communities are now without electrical service during certain periods of the day; all street display lighting has been restricted, and all users forced to reduce their consumption to a minimum determined by the power companies. To this end, the Southern California Edison Company has prepared a power budget which assigns to each of its operating districts the amount of power available for each month and it is their purpose that the power will be distributed equitably among all consumers in the district.

All Can Help

Included among the users is the Pacific Electric Railway Company, the largest individual consumer of electrical energy in Southern California, in view of the present restrictions and the reduced allotment allowed for the operation of the system, it is absolutely essential that we obtain the active and intensive cooperation of every employee in conserving the electrical energy and obtaining the maximum efficiency from every kilowatt-hour consumed. It is our duty to the community to provide the maximum transportation service possible to the fullest extent of our ability and at this time limited by the supply of electrical energy.

For every kilowatt-hour of the Pacific Electric Railway Company's allotment that is wasted or used for non essential service, we reduce the amount of electrical energy available for operating the cars. It is, therefore, urgent that we apply the suggestions and instructions that have been issued by the Power Companies and by our own officers relative to the utilization of the power both in our homes and in our daily activities and assist in overcoming what might become an economic disaster.

Let us firmly fix the fact in our mind that for every five kilowatt-hours that are saved, a car can be operated one mile, and if full advantage is taken of all the savings possible, it is certain that there will be considerable additional power of our allotment that can be used for operating the cars.

Trainmen's Part In Power Saving

By Geo. H. Grace
Chief, Efficiency Bureau

Motormen

WE ARE engaged in an intensive power saving campaign, and as during the period of the world war, everyone is expected to "do his bit."

This Company is the largest single electric power consumer in Southern California, all of which is purchased outright from the Southern California Edison Company. Therefore, when the State assumes control of the distribution of power in behalf of the common interests it is quite necessary that we put forth supreme efforts to conserve power.

The unnecessary use of power is wasted power, and a small amount of wasted power by each of some 7000 car and train movements daily, in the aggregate amounts to a very serious and unwarranted loss.

We have endeavored to control most of this waste by the use of coasting recorder clocks and keeping a check on the coasting efficiency of each Motorman, which in turn permitted the calculation of the coasting average of each line, with a summary of the coasting average of each division and a single average for the entire system.

We have also made practical tests of the coasting possibilities of the most

difficult run and the easiest run on a line; the difference we found to be about 5 per cent. Therefore, we absolutely know what the average coasting should be on any line or division or the entire system.

Taking these facts under consideration we know that the system, division and line averages are far too low, the result of extremely poor coasting efficiency on the part of some of our Motormen.

With the strict necessity of conserving power those Motormen who have not been up to standard of coasting requirements are urged to immediately improve their record in this respect, so that this unnecessary waste of power may be eliminated.

The Conductor's Part

In connection with the power-saving campaign, in which we are so vitally interested, Conductors should realize the fact that they can assist their Motormen very materially in their coasting efforts, and to that end the following should be observed:

1—Call your stops promptly and distinctly so that your passengers may be ready to leave as soon as car stops. This is important and will save unnecessary delay at stops.

2—Give bell for a passenger wanting off as soon as possible in order that your Motorman may have time to coast before braking to a stop.

3—Give proceed bells as promptly as is consistent with absolute safety; take no chances.

4—Return promptly when called in from protecting the rear of your train.

5—In flagging crossings, throwing switches, operating light circuits and staff machines, do not take more time than is absolutely necessary.

On most runs there are a great many stops to be made; possibly the average may be 50 or 60. Five or ten extra seconds at each stop means a great many minutes each day, which might be converted into coasting time. One per cent coasting saves one per cent in power; and power must be saved.

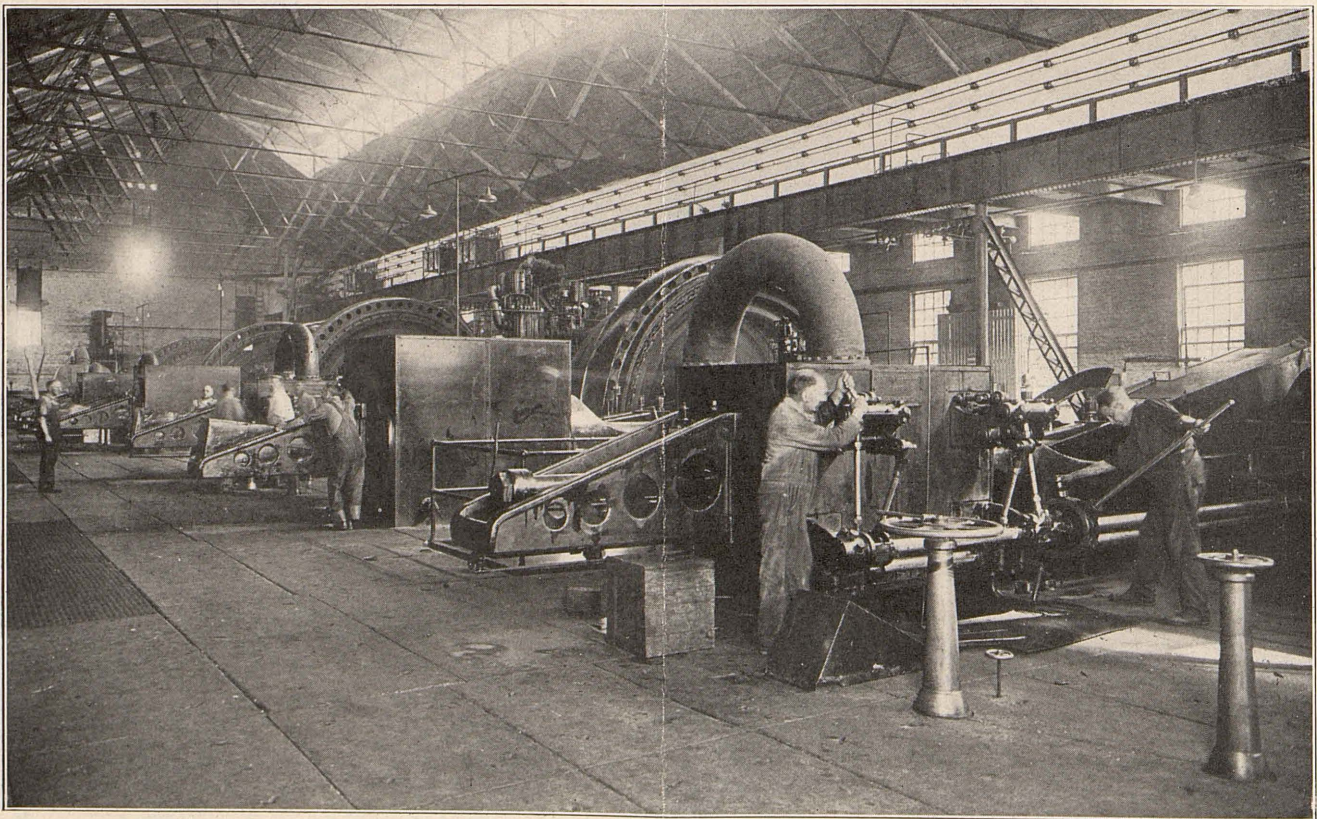
The man who is worthy of being a leader of men will never complain of the stupidity of his helpers, of the ingratitude of mankind, nor of the inappreciation of the public. These things are all a part of the great game of life, and to meet them and not go down before them in discouragement and defeat, is the final proof of power."

—Elbert Hubbard.

I do not believe in government ownership of anything which can with propriety be left in private hands.

—Theodore Roosevelt.

It is more important to make a permanent friend for your concern than a transient sale.—Forbes.



After ten years of idleness our Central Avenue steam power plant was rehabilitated at a large expense by the Southern California Edison Company and is now being operated and contributing a considerable volume of power daily to aid in meeting the crisis facing Southern California.

'Salesmanship' Vital in Transportation

Fundamentals of the Art Explained by Authority Who Shows its Practice Necessary in Electric Railway Business

By GEORGE BAKER ANDERSON,
Manager of Transportation, Los Angeles Railway

A MAN is what he makes himself. It is the value others place upon a man, not the value he attaches to himself, that counts.

To attain the highest degree of personal success a trainman must first learn to "sell" himself to others—to sell his personality, his knowledge of his work. He must understand what his essential duties and responsibilities are, and what the proper performance of his work means to both his patrons and his employer. He should have capacity for understanding what his patrons desire and for giving them what they may reasonably expect.

He should realize that which experience ultimately will teach him—that his greatest asset is the friendly regard of those with whom his business brings him in contact, and that he alone will determine whether these persons—in his particular work they are street car patrons—are to be friendly or unfriendly.

The appearance of a trainman vitally affects his standing and the standing of his company, for conductors and motormen are the only representatives of the company with whom the great majority of the public ever come in direct contact. Just as "a man is known by the company he keeps," so the transportation company is known and valued by the quality of the men who represent it in public.

Value of Tidiness

Nobody likes to look at a slovenly man or woman. Cleanliness and neatness are virtues which attract general attention. A cleanshaven, neatly dressed trainman, adorned by a pleasant countenance and saying what he has to say in a pleasant manner, is a joy and inspiration to his passengers. This equipment helps him to "sell himself" to a public that wants to be friendly, just as a handsomely decorated box of sweetmeats sometimes sells itself.

Outside appearances are frequently indicative of the nature of the contents of the package.

Courtesy is the corner stone of the foundation of self-discipline. A trainman can not expect others to respect him unless he respects himself and

demonstrates that selfrespect in his contact with all classes.

He should cultivate, develop and radiate a spirit of good cheer. It is good nature, rather than excessive politeness, that street car riders have a right to demand and expect from a man who receives their money for a service offered and sold to them.

Courtesy begets courtesy. Surliness and insolence invite contempt, antagonism, enmity.

Information

More than in any other line of work, complete knowledge regarding the service given is essential to success in providing transportation by street cars. Ninety-nine persons out of a hundred ride street cars some time or other. Residents of the city who ride infrequently and strangers unfamiliar with the city require infor-

friendship which may bring rich reward of the most unexpected kind.

The locations of streets, parks, public offices, buildings, etc., and just how to reach such points by street car, with the transfer point, direction, route designation of second car, etc., and other information commonly sought should be known to each trainman and given upon request as promptly as practicable in a clear, distinct voice and in a friendly way. Trainmen should learn how properly to pronounce the names of all streets where stops are made.

The voice is important. Passengers within a reasonable distance of the conductor should be able to hear and understand what he says.

Tact and the use of the proper words in a cheery manner, are important in suggesting rapid movement of

passengers boarding or alighting. How can we blame a well-bred person for resenting the autocratic "step lively" command of a conductor? Such a command may not sound so rough when given by a foreman to his gang of street laborers or by the turnkey to the inmates of a jail when at work, but it is bound to arouse a spirit of antagonism when passed by a conductor to his patrons.

If the crowd is moving too slowly and the need for haste is urgent, choose a courteously worded suggestion—never forgetting the "please"—and be sure your voice and manner carry good cheer. That is salesmanship.

Physical Help

The aged and crippled and women and children frequently need help in boarding and alighting and in keeping their feet when the car starts or stops. Women, and sometimes men, will board or alight more quickly, and therefore help you to "make time," if you can spare a few seconds to assist them with their baggage or packages.

Hundreds of trainmen, in voluntarily helping passengers in this way, showing by their faces that this little but sometimes important service gives them pleasure, have later on found

The Application of this Lesson Will Lighten Labor and Gain Friends

REGARDLESS of our chosen field of labor the art of salesmanship is almost invariably applicable and the manner in which we apply it dictates the degree of success we achieve. The importance of the practice of salesmanship in electric transportation, especially by Trainmen who come in most frequent contact with the public, cannot be over-stated, as the Company's reputation as a worthy institution is judged largely by the manner in which patrons are accorded the service and courtesies due them.

In a recent address before the American Electric Railway Association, which address was also made before the entire Trainmen personnel of the Los Angeles Railway, George Baker Anderson, Manager of Transportation of that railway, presented most ably the side of salesmanship as relating to transportation. It is especially beneficial to Trainmen, not only of the Los Angeles Railway, but to those of all other lines in the United States and Pacific Electric trainmen will find in the article reproduced herewith, not only matters of great interest, but of instruction that may well be applied in daily contact with our patrons.

Diligent application of the lessons carried in Mr. Anderson's article will materially lessen the number of complaints of passengers both to Trainmen and the Company. The work of Trainmen will be made more pleasant and agreeable and many of the "rough spots" usually encountered in the day's work will be eliminated. Moreover, he will have learned the fundamentals of salesmanship, the application of which will be most helpful wherever he may cast his lot.

mation of various kinds, and the conductor or motorman who is able to supply in a courteous manner the information sought is sowing the seed of

themselves in pleasant and more profitable employment, either with the railway or under the passengers who have been impressed by their kindly spirit of helpfulness.

Transfer Disputes

If ever a conductor needs to summon all the tact he possesses, it is when he has to refuse to accept an invalid transfer which the holder insists should be taken in fare. I have heard otherwise splendid conductors in the service suggest, by their manner as much as by the spoken word, that the passenger is dishonest. "You ought to know better," "You can't put it over on me," "I've caught you at last," "Hey, there, how do you get that way?" and similar expressions are equivalent to charges of dishonest intent on the part of the passenger—and the chances are more than even that the passenger believes the transfer is O.K. for that car and that trip.

Conscientious conductors, intending no harm, sometimes seriously offend a passenger by the use of language which the latter interprets as an indirect charge of deliberate intent to defraud the company. Naturally no honest man wants to be under suspicion of intent to steal even so small a thing as a street car ride.

The better suggestion to the passenger would be something like "Pardon me, but haven't you made a mistake in offering me the wrong transfer?"

Observation teaches that the final effect of such a remark by the conductor is good. Addressed to a "slick" but otherwise honest man, it becomes a richly merited rebuke and will tend to instill respect for that conductor in the heart of the shamed passenger.

The best rule to follow in such cases is to indicate to the passenger that he has merely made a mistake, if the transfer is invalid. If it would be valid at some other point, say to the passenger: "I am sorry, but the rules printed on the back of this transfer forbid me to take it any place except a proper transfer point, or words that will cover the point. This will make it clear to the passenger that the conductor has no choice in the matter, but is simply enforcing a necessary rule.

A conductor can make friends by employing tact and patience in making change. If it be found necessary to give the passenger an unusual number of small coins, a pleasant word of apology will generally appease him. should he at first appear to be disposed to be irritated.

Performing this duty in silence is sometimes wise or necessary, as when the conductor has his mind on more than one thing at the time and conversation may result in a miscount of the change, in which case a dangerous controversy may ensue.

But there are times when a hurriedly spoken word or two, in a cheerful tone, indicating not only willingness to perform a duty but pleasure in rendering this service to the one particular person before you, will gain for you a friend who might have become indifferent or even antagonistic toward you.

"Move Forward, Please!"

This may be said in a dozen differ-

Value of Neatness

NOBODY likes to look at a slovenly man or woman. Cleanliness and neatness are virtues which attract general attention. A cleanshaved, neatly dressed Trainman, adorned by a pleasant countenance and saying what he has to say in a pleasant manner, is a joy and inspiration to his passengers. This equipment helps him to sell himself to a public that wants to be friendly.

Outside appearances are frequently indicative of the nature of the contents of the package.

ent forms. But it is not so much the words used in making the request as the tone and reflection of the spirit demonstrated by the expression on the face of the conductor.

There are conductors who keep their loads—even their heavy overloads—in a noticeably cheerful frame of mind simply by the way in which they plead with, cajole and sometimes almost trick the rear end and inside passengers into moving forward to enable the other passengers to board.

Several of these conductors have lost their jobs during the past few months. But they went to better jobs, offered to them by passengers who realized the worth, to any business, of a man who could get results of this kind and make the people like it.

Starting Car with a Jerk

This is one of the best known ways to exasperate standing passengers. The motorman who desires the kindly appreciation and regard of his passengers is he who uses every precaution in starting his car to avoid that vicious jerk which causes a standing person to grab wildly for the straps, the back of the seat or the arm or shoulder of the man or woman standing near in order to maintain his balance.

The friendship, indifference or enmity of the patron, or customer, depends very largely upon the manner in which the motorman performs his work. For example, the motorman who brings his car to a jerky stop, to the discomfort of his passengers, is not trying to sell himself or his service to them. But the motorman who brings his car to a smooth stop, who accelerates gradually, always starting on one point on the controller, and who establishes a reputation for safety always wins the confidence, and to a large extent the friendship, of the traveling public.

Use of Gong

The method of sounding the gong, especially for the information of the

traffic officer, is important. A motorman can make his gong almost human. Some gongs, viciously cracked, seem to swear at the officer. Others seem to say: "Here I am! All ready to go!" Others ring out: "Hello, Buddy! Give us a hand, will you?" And in the same way the tongue of the gong and the tongue and eye of the motorman, when there is a question of which car has the right of way, may mean peace or fight, depending upon the inclination or disposition of the other man.

Next to a friendly traffic officer, I should say, a friendly fellow-trainman ranks as a valuable asset. You are never going to know when your job, perhaps your future, may be dependent upon the way either or both may tell the story of the accident or other trouble that may come your way.

"Take Next Car"

This sign may be handled under precisely similar conditions, with exactly the same persons waiting to take the car, by two motormen of different triumphantly by the waiting crowd of ent as to be almost unbelievable.

The motorman who doesn't care a rap whether the people like it or not, who pulls down his sign and rushes triumphantly by the waiting crowd of seven, his face "registering" indifference or even joy at his ability to do what he pleases—"who's going to stop me?" written all over his countenance,—should take out his note book and make a memorandum:

"April 13, 1924. Trip 2. Lost, seven prospective friends and well wishers."

On the other hand, take the motorman who has come to understand the inestimable value of friends and well-wishers. He is the man who can put himself in the other man's place. He can imagine in the place of the elderly man, whose face showed disappointment and concern when the "don't care a rap" operator passed him up, his own father, delayed a few moments at home now about to miss an important early engagement; and his own expression and manner, as he does what the emergency in the service or the direction of a supervisor demands of him, will indicate to that elderly man and all his disappointed companions on the pavement that he is sorry, wishes he might stop, but he, too, with his load, is late and must push ahead.

He does not need to say a word. The expression of his face and his general manner will tell the story, and he will have "sold" himself to somebody again. Tomorrow, when that flivver cuts in ahead of him and in turn gets badly cut up itself, some of those men and women on the pavement may be on his car. He won't have to beg them very hard to secure their names as witnesses. They may save him his job and perhaps keep him out of jail. The man they are "laying for" is the fellow who rushed by with a grin of triumph and an unspoken "what are you going to do about it" on his face.

They are "sold on you, if you hap-

(Continued on Page 17)

THRONGS PROVE MOUNTAIN CAMP POPULAR



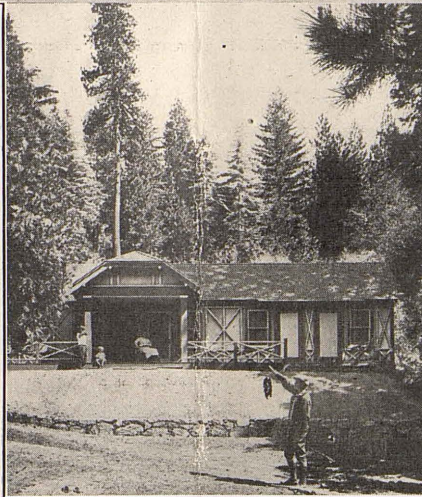
Restful scenes greet the eye and comforts of home are available at our improved mountain retreat, where the largest crowds in history are spending pleasant vacations.

IF THE attendance during month of June can be figured as a fore-runner, the Pacific Electric Camp is destined to enjoy the largest season's attendance yet experienced during the seven previous vacation periods in its history.

With \$25,000 worth of improvements and betterments spent last year and approximately \$17,000 expended in the past few months, our Camp, appealing as it has been in the past, offers to employees and their families a place of recreation and rest unsurpassed in the mountain districts of Southern California.

A crew of thirty workmen spent more than a month in completing this year's program of improvements and the result of their work is immediately discernible on reaching the Camp grounds. Ten new cottages, comfortably furnished and equipped with breakfast nooks and bungalow refinements, are the outstanding improvement to greet the visitor. Re-landscaping, re-grading and ornamental work throughout the grounds make it a delightful abode for leisure and rest. The touring truck, motor launch and piano have proven of great pleasure to all the visitors and are available each day in the program of amusements offered.

It behooves employees who expect to spend their vacations at the Camp to make their reservations early. Counting the visitors to the Camp during June and those who had made application up to July 1st for the month of July the number totals 215, with reservations being received every day for both July and future months. Early reservations will insure accommodations desired and aid in maintaining the Camp's requirements throughout the camp season.



CAMP RESERVATIONS ARE LARGEST IN HISTORY

Seventy visitors during the month of June, the month when the smallest attendance is expected visited the P. E. Camp for varying length of stays, which augurs well for this year's attendance record. This figure exceeds any previous month of June in the camp's history.

Up to July 1st a total of 38 reservations, for 115 persons, during the month of July had been made, with reservations being received in each mail for July and later months.

The following list of those visiting the Camp during June.

E. P. Albricton and family; J. A. Bowman and family; E. Christie and family; W. J. Drake and family; Don Goldsworthy; Lawrence Golt and family; Frank D. Grace; P. F. Griffin and family; G. W. Huppert; Roscoe Jackson and wife; E. Langley and family; S. M. Lanham; H. H. Logan and family; G. B. Mills and wife; E. H. Osborn and family; Geo. Perry; H. Pickett and wife; Mrs. Geo. Y. Rainey; Eugene Stacy and family; Phillip Tower and wife; Edward Uecher; Geo. Wilcox and family; Carl Wright;

Prentice Wright and family.

Reservations for the month of July, made up to and including July 1st, were as follows: (The dates of their intended stay are also shown)

D. W. Pontius and wife, 3-6.
 Fred Weeks and wife, 3-6.
 Mrs. H. R. Clark and family, 2-15.
 Mrs. H. J. Stietz, 4-16.
 L. H. Cash and family, 5-18.
 Laura Frederma, 5-13.
 Edgar L. Martin and family, 5-12.
 Richard Paschman and wife, 5-11.
 Thos. J. Pinto and family, 5-11.
 Judah Bakesef, 6-19.
 Willis M. Brooks and family, 6-9.
 Harry Dietsch and family, 6-12.
 Mrs. Mable Donovan and family, 6-20.
 A. H. Hildebrandt, 6-24.
 M. R. Tyler and family, 6-19.
 C. L. Blades and family, 9-15.
 Jno. Nydam and family, 9-15.
 L. E. Post and family, 9-23.
 L. A. Post and family, 9-23.
 Oscar Gough and family, 10-16.
 Ivan Cammack and family, 12-19.
 M. A. Brice and family, 11-24.
 Francis B. Clark and wife, 13-19.
 Robt. E. Damron, 13-19.
 Fred J. Harper and family, 13-20.
 Irving Lipschultz and J. G. Dalglish, 13-26.
 Anton Rejsa and family, 13-19.
 Daniel T. Davis and family, 16-29.
 H. A. Cox, 16-19.
 H. E. Hardwell and wife, 16-30.
 R. B. Hooper and family, 16-22.
 J. M. McQuigg and family, 16-30.
 Harry Hopkinson and family, 16-22.
 Henry Kraft and family, 17-27.
 Harry Holland and Ralph Carhard, 20-26.
 Geo. S. McClure and wife, 7-21 to 8-3.
 H. Ross and family, 21-28.

Our Major Rail Line's Tenth Birthday

Many Changes Seen Along the Route Since San Bernardino Line Was Ushered in With Pageant Celebration a Decade Ago

By C. H. JONES,
General Agent, San Bernardino

THE "yesterday of this article might well be begun when the early pioneers of San Bernardino-Riverside-Redlands valleys came across the rim of the San Bernardino mountains at Crestline and broke the first trail leading from the desert and Salt Lake City down through Waterman Canyon to San Bernardino.

That was not so many years ago and another brief chapter might be written of the day when the Santa Fe Railway reached its most westerly point at San Bernardino and tied eastern civilization with the activities of the far-west pioneers. Incidentally, there are living to-day in San Bernardino and vicinity a number of those early hardy brave men and women who came across the hot sands and down through Waterman Canyon into the Gateway City.

The real "yesterday" began a shorter period ago than those days, notwithstanding that steam lines served the territory and connected it with the outside world before the Pacific Electric entered the field. Many citizens of this district to-day give most of the credit for the intensive growth of the last few years to the activities of the Pacific Electric whose facilities added new conveniences and inducements to business interests and prospective settlers.

Ten Years Old

July 11th marks the 10th anniversary of the completion of the line from Upland to San Bernardino, a distance of twenty-one miles which connected the lines formerly known as the Eastern District with the main system.

The Eastern District lines were for many years practically isolated, serving the communities of the Citrus Belt with a local passenger service. After being connected with the main system fast schedules were arranged at convenient hours from the various cities in the Eastern District to other Southland cities. The service met with the hearty approval of the traveling public and within a short time the Company placed in service the finest all-steel equipment between Los Angeles and San Bernardino later extending through service to Riverside and Redlands.

During the past ten years the patronage of the line has maintained a

substantial increase each year although faced by serious competition with cut rate bus lines. The line today is the most popular route between Los Angeles and the Eastern District.

Immediately after the Eastern Lines were connected with the parent line, a comprehensive freight service was inaugurated, spur tracks were installed to serve various industries and stations and agencies opened at all important places. Due to the superior service rendered the shippers the freight business has steadily increased with the result it is hard to find a dissatisfied patron.

The volume of freight business origi-

vice which materially improved former service; also an early newspaper train from Los Angeles enabled the public to have the metropolitan dailies delivered at their breakfast tables.

Many problems were yet to be solved after the lines were connected as the facilities of the Eastern District were entirely inadequate to handle the additional traffic. Immediately it was found necessary to secure a site for additional car barns, provide storage tracks, build several power stations, lay heavier steel and strengthen bridges in order to safely handle the traffic. Many thousands of dollars were spent in providing efficient facilities in order to turn a local street car line into an up to the minute railroad.

Payroll and Investment

The number of men employed at present in the various departments of the Eastern District is in excess of three hundred and fifty, and the monthly payroll very close to \$60,000.00. An investment of approximately \$3,000,000 is today involved in facilities for serving immediate San Bernardino district. Interurban equipment used is of the highest type on the system, the all-steel 1200 class cars costing \$45,000 each.

In connection with the opening of the line for service July 11th, 1924 a great celebration was held in San Bernardino in which the entire City and surrounding communities joined in welcoming and congratulating the Pacific Electric for the manner in which the company had welded together the cities of the Southland.

During the past ten years these communities have had no reason for regretting this celebration for it has been the policy of the company at all times to render a worthy service, take an active part in all civic affairs and assist in every way possible to develop and make each community prosperous.

Stumping the Doctor

"Well, here you are, a pill for the kidneys a tablet for the indigestion, and another pill for the nerves."

"But look here, doctor. How will the little beggars know where to go when they're inside?" — Pearson's Weekly.

District Celebrated with Historic Pageant When Line Completed

THE date of July 11th, 1914 is recorded in Time's calendar as an epic in the history of San Bernardino and immediate vicinity. On that date ten years ago the final spike was driven completing the line of the Pacific Electric Railway from Uplands to San Bernardino, a distance of twenty-one miles.

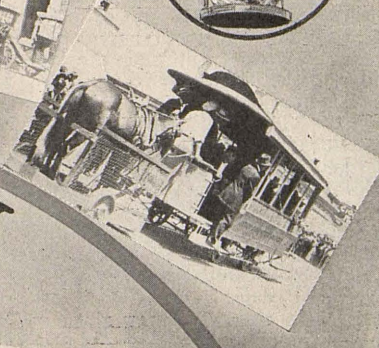
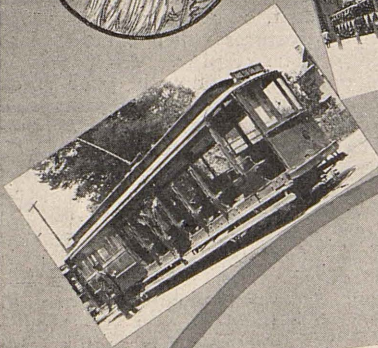
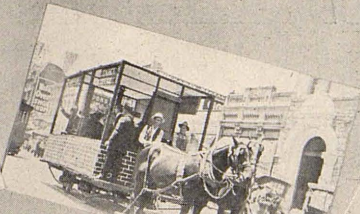
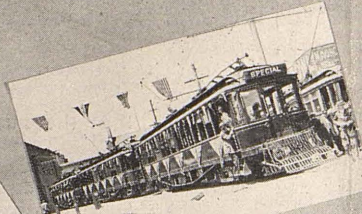
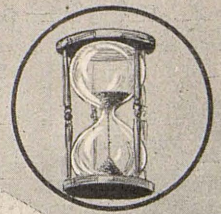
The resulting benefits to the district of becoming part and parcel of the Pacific Electric system has been exemplified by the progress and development which has been enjoyed during the ten years the Pacific Electric has served it. Not only have the larger cities linked at that time progressed as never before, but the rich citrus and agricultural districts, not previously served with transportation, have come in for equal or greater share of development.

Weeks of preparation were made for a historical transportation pageant to celebrate the opening of the line, practically every city and community in the district contributing in the work. Indian runners, prairie schooners, stages of the '49 days, horse cars and the crude electric equipment of the early nineties were resurrected and equipped in the true customs of their day. San Bernardino was gaily decorated, city officials and prominent personages from over the entire Southland participated in the ceremonies to mark the arrival of the initial train. The event stands out prominently as the most auspicious one ever held in the eastern empire of the orange.

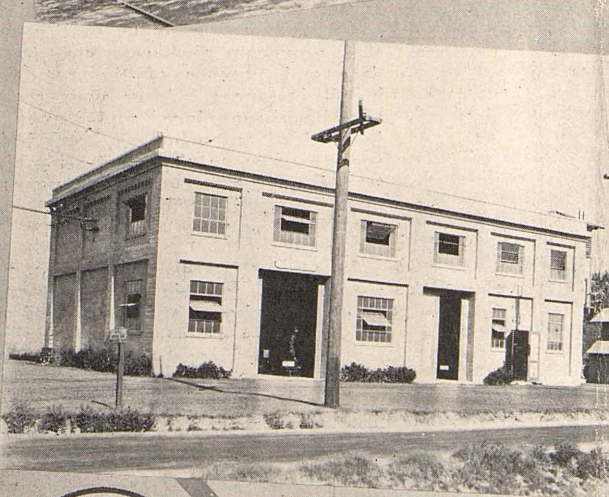
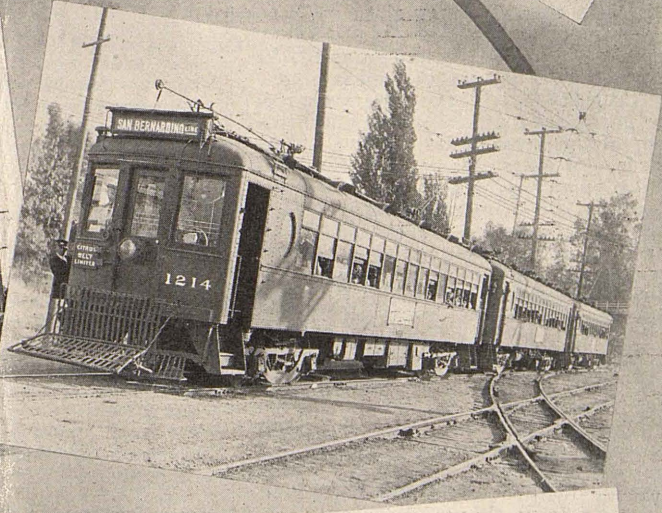
nating in the Eastern District each month amounts to thousands of car loads, during the month of May alone more than one thousand cars of cement moved from this district to various points on the system, many cars of citrus fruit, deciduous, canned goods, vegetables, rock, water, fertilizer and other commodities are moving at all times; also the varied industries in this district located on our line receive many car loads of freight each month.

The Wells Fargo Express Co., later absorbed by the American Railway Express Co., instituted an express ser-

PICTURE OF CONTRASTS OF THEN AND NOW



YESTERDAY AND



TODAY



Nothing tells the march of progress so well as pictures of "Yesterday" and "Today." The upper group shows some of the equipment used, both before and at the time of opening the San Bernardino line, while below are some views of present high-class equipment and facilities used in the San Bernardino district service.

Ordering Surplus Materials Causes Waste

Purchasing Agent Shows How Great Saving Can Be Made Through Ordering Only Amounts Sufficient to Meet Current Needs

By C. THORBURN,
Purchasing Agent

AS MOST of you gentlemen know a pick-up train has been going around gathering up material. Representatives of the Purchasing and Store Departments have been on this train and the observations of the treatment accorded material has caused us to make comment. This comment caused my presence here this evening.

Our remarks have been taken by some as criticism. However taken, our purpose and intent is for constructive purposes, both on our part and yours, and with the knowledge that the Store and Purchasing Department would be helped thereby, it is with this idea that I am appealing to you for help.

We have, in what is known as M. & S. account, a balance of approximately \$2,500,000.00. That is the value of the unapplied material within the confines of the Store Buildings and Stock Yards. It does not include the unapplied material in charge of the Engineering Department, Electrical Department, and some Mechanical Department points. A complete inventory of unapplied material on the Pacific Electric Railway would, I presume, come very close to \$3,000,000.00.

An Economic Waste

During the past six months our average monthly receipts, which include purchases and material released, amounted to \$396,445.94. Our average disbursements during the same period amounted to \$332,966.03. You will note from these figures that we carry in book value seven and one-third months' supply of material, which is entirely too much.

The carrying charges of M. & S. account consists of such items as deterioration, insurance, interest charge on investments and cost of operating. This, as you may realize, is no small figure and plays an important part in the profit and loss balance at the end of the year.

A solution of our problem can be answered by the solution of many details. It may seem a long jump from a discussion of \$2,000,000 and \$3,000,000 to a discussion of a few envelopes, scratch paper, brooms, dusters, and other items, the individual value of which is measured in cents. However, as previously mentioned, it is only by the solution of these details that we will arrive at the solution of our totals, not only in the M. & S. balance, but in the payroll figures.

After many years of study, investigating and development by the Stores Department on the railroads in the United States, it is found that it is impossible to maintain a good house-keeping condition without the proper storage of material, together with a simplified record of the amount on

Order Only What You Need and Store It Carefully

LAST month Purchasing Agent Thorburn addressed the Agents and outlined the need of all co-operating with the Stores and Purchasing Departments in the matter of sane ordering of materials and supplies, the accompanying article being a reproduction of his remarks.

He explained how thoughtless ordering as regards quantity needed to meet current requirements in turn caused the purchase of excessive quantities of various supplies and materials, which brings about waste through resulting deterioration, insurance, interest charge on investment and operating costs.

Here are two fundamental rules which Mr. Thorburn urges all to follow in ordering needed supplies:

- (1) Order only in sufficient quantities to meet current requirements.
- (2) Properly store and take care of supplies after you receive them.

hand at regular intervals and with a simple routine of ordering through the medium of the requisition, from a central store the requirements of any operation, be it conducting an agency, handling of a section crew, running an office, or any of the numerous features so necessary in the life of a going railroad. It is for that reason that we endeavored during the past to get all of you gentlemen to maintain the stationery stock book.

No doubt to many of you this would seem to be an excessive amount of clerical labor of so-called red tape to accomplish a very simple end of having what you want when you want it. However, if this scheme is given a fair, impartial trial over a period of several months, we know, it will result in less effort and a more economical result than the other or old haphazard method of hit and miss in ordering your requirements.

Store Properly

All we ask is that in the first place you provide a definite storage space for any item you require, be it either a box of envelopes, rubber bands, package of paper towels, broom or duster and that establishing this place

that the material is then placed in a neat, orderly manner and stored to prevent deterioration through attacks of dirt, dust, mice or any of those annoying features which contribute to careless housekeeping. After this is done enter these items in your stock book under the proper description, and in order, either numerical, alphabetical or other system, so that the book can be conducted in some systematic way. Then every month on a specified day, take an inventory of the amount you have on hand, accurate enough as to quantity so that it is reasonably correct. This does not necessarily mean technically correct, or in other words if you are using—say, 3,000 envelopes per month, you do not necessarily have to know whether you have 199 or whether you have 200. After this record has been made in your stock books, show the amount you have in the past thirty days. Then take your requisition blank enter such quantities as will be required to carry you for another thirty day period, entering the quantity you require in space provided in the stock book.

In preparing requisitions give due consideration to every item listed in the book, and in this manner you will find that you have taken your entire material requirements for another thirty day period in a very short space of time and with minimum effort.

All requisitions should, under all circumstances, be dated and numbered so that in referring to that requisition you can give reference to the date and number of the requisition in all instances. After your requisition has been placed and if you are in need of any of these items before receipt of same that item should be traced, giving reference to your requisition number and date.

How to Trace

In tracing unfilled items on your requisition, except in emergency cases, do not telephone, but use a mailgram or letter, as the telephone facilities to the Store Department at Torrance, are very limited and also the Store can more economically handle a written tracer than they can a telephone call. If you do not receive service either in filling of a requisition of an answer to the tracer this matter should be promptly developed as without service on our part you can not fulfill your part.

On a recent pick-up, a considerable quantity of miscellaneous material was found in practically all of the stations. While perhaps you, as individuals, did not consider this as a considerable quantity, yet when I say that the pick-up resulted in the picking up of an accumulation of approxi-

mately 84 car-loads of material, running very close to \$30,000 in value, I think you will admit, that there was a considerable quantity gathered from the agencies which was of considerable value.

Now in reference to the help we want and really need from you in reducing our M. & S. balance, is that you do not order any more material than you actually require in a thirty day period. This plea is made on the basis as the purchases are based on the amount of material withdrawn from Store stock. In other words, if you all come in with a requisition for a certain item beyond your requirements we could not furnish it all promptly without additional purchase. Inasmuch as the requisitions received by the Store Department from you would be on a false basis, his requisition to the Purchasing Department would be on a false basis, and the purchase, in the place of being one for current requirements, would be one in excess of our actual requirements, which, of course, immediately begins to carry interest depreciation, insurance and operating costs.

Personally I do not see any occasion for a pick-up train. I do not see any reason why any agent should have in his possession any Company material not required for immediate use. Any time you have material of this sort, all you have to do is make out a Company waybill, shipping same to the general storekeeper at Torrance, forwarding him memorandum showing that on such and such a day you forwarded such and such an item, and due credit will be issued. This will not only improve your housekeeping records, but will reduce the Material & Supply balance.

"A Rolling Stone"

Another item is company material which has been left in your care, either by supply car or by local freight, for the Signal Electrical, Engineering or some other Department. If this material is not taken away promptly you should immediately ascertain whether or not it cannot be returned to the Store Department, as any material anywhere not in use is a drain on the operating expenses of our railroad.

In conclusion I wish to urge that all ordering supplies keep these two fundamentals in mind:

- 1) Order in only sufficient quantities to meet current requirements.
- (2) Properly store and take care of supplies after you receive them.

Strict observance of the foregoing will react most favorably upon the financial position of the Company, a condition which vitally concerns all of us.

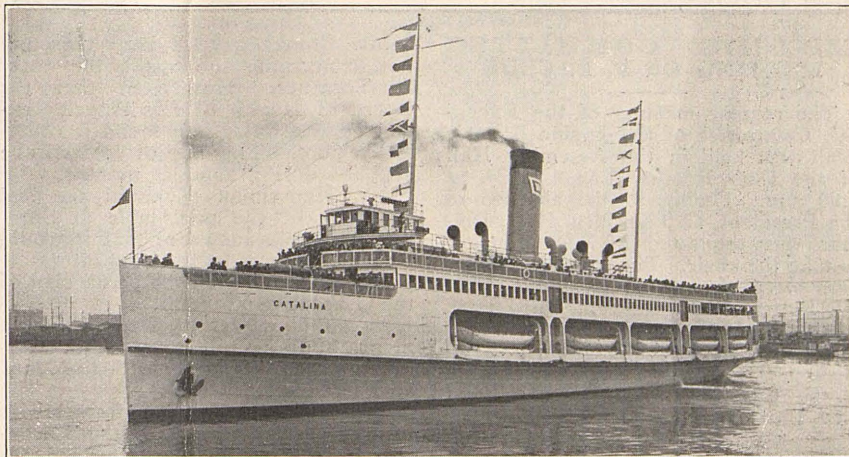
A fresh young barber thought he would kid the bald-headed man.

"Don't you know," he said rubbing the bald spot, "your head feels just like my wife's cheek."

The customer reached up and stroked his head for a moment, then said:

"By golly it does, doesn't it."—Lufkin Line.

S. S. 'Catalina' Now In Service



The Wilmington Transportation Company new steamer "Catalina," whose maiden voyage was made Monday, June 30th. It was built in six months by a local ship-building company at a cost of one million dollars.

INDUSTRY of Southern California has another proud accomplishment to register with the completion last month of the first passenger steamer ever completed within the confines of our ship-building institutions. The new steamer, creditably completed by the Los Angeles Shipbuilding & Drydock Company, is known as the "Catalina," and it is now conveying passengers to the isle of its name in the service of the Wilmington Transportation Company.

Costing \$1,000,000 and fitted to handle comfortably 3,000 passengers, the new craft is a model of luxurious comfort and is capable of a speed which exceeds by some twenty-five minutes the best boats previously in the service. The vessel is 302 feet in length, with a breadth of beam of 52 feet. She is driven by twin engines of 2,000 horsepower each.

SOUTHERN DIVISION NOTES

By F. J. Oriva

The wedding month did not get by without one of our boys being among those present (or missing, whichever viewpoint we take), for on the 18th Motorman F. B. Wilson was quietly married to Miss Lylith Davis, of Maywood. Congratulations!

Yellowstone Park was the spot chosen by Conductor C. W. Ledbetter of the Hawthorne Line for his vacation. He was accompanied by his father and mother.

Chief Vollmer has tendered his resignation and we hereby nominate to succeed him Conductor A. C. Gailband. He proved his worthiness by catching a hold-up man at Slauson Avenue and Long Beach Avenue recently when the bandit robbed him of some money and his watch and was attempting to get away. Gailband jumped on the bandit, took away his gun and from the latest hospital re-

The building and servicing of this steamer comes at a very opportune time, as Catalina, under the regime of William Wrigley and his corps of able officials, is gaining in public favor as never before. Our travel records reveal this fact most clearly and recently considerable extra service to care for the crowds has been added.

On Monday, June 30th, a trial trip to Catalina was enjoyed by some 800 invited guests and the craft showed her adaptability for the service in convincing manner. President Patrick and General Passenger Agent Stewart proved most entertaining hosts and worthy of mention is the fact that, despite the number of guests exceeded reservations by some 400, a delightful luncheon was served to all at the Hotel St. Catherine without hitch and up to the excellent standard of that worthy hostelry.

ports we learn the hold-up man might recover his health, but not his freedom nor the booty.

It is with pleasure that we announce the fact that the Southern Division jumped to **FIRST PLACE** in coasting record.

Words of condolence are offered to Motorman F. Longstreet, of the Hawthorne Line, who is grieving the loss of his beloved brother. Little Helen Petty, the six year old daughter of Conductor R. B. Petty, also passed away on June 7th. Our sympathy is extended to the bereaved parents.

Congratulations on Storksville's report of nine and three quarter pound baby girl at the home of Conductor H. D. Cooper.

This announcement comes a bit late, but Conductor N. A. Schmidt was married to a young lady from Springdale in the month of May. Our best wishes.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The regular meeting of the Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms June 4, 1924, at 2:00 p.m. Owing to the absence of the President, C. Thorburn, H. J. Delmar was requested by the Manager to take the chair. The following members were absent: C. D. Hunt, Geo. W. Potter, H. C. Bidwell, Laird Hail, M. T. Spencer, A. Keane, Frank Patterson, A. J. Guercio, L. J. Bush, S. A. Bishop, S. H. Anderson, J. W. Poston, L. H. Covell, H. A. Wilkerson, and Leo Burster.

Club Fund

Balance, 5-1-24\$ 246.08
Receipts 1324.75

Total\$1570.83
Disbursements 1206.01

Balance, 5-31-24\$ 364.82

Relief Fund

Balance, 5-1-24\$ 276.93
Receipts 553.17

Total\$ 830.10
Paid out 279.81

Balance, 5-31-24\$ 550.29

Unfinished Business

Mr. Vickrey stated that the matter of a telephone for use of Trainmen at 6th and Main has been arranged satisfactorily.

A very favorable report of the "Shop Special" was given and many thanks were extended to those who were responsible for the benefit of this car. It was stated that the employees who ride this special car are able to save from thirty to forty-five minutes time.

Mr. Allen again brought up the matter of magazines for those employees on the Rip Track in the Mechanical Department at Torrance. Mr. Hill promised to see that a special bundle of P. E. Magazines are sent to that department each month.

A good report was given of the convenience of the benches which have been furnished to the Club Rooms at San Bernardino.

Mr. Vickrey stated that a nurse is available to our employees who live in or near Sherman, Hermosa Beach, El Segundo, and Watts. During the latter part of June fly swatters were distributed among the employees. It is the annual custom of the Metropolitan Life Insurance Company to wage a nation-wide campaign against flies during the early summer.

Business

A request was made for a table, a few chairs, and a suitable place for stationery supplies in the Trainmen's Room at Glendale. Mr. Vickrey promised to look up the matter and to make a report later.

Mr. Brooks gave a very thorough talk concerning the quality of water at Torrance. He stated that the Board of Health of Los Angeles examined the water and found it chemically pure. The use of ice will be supplied during summer months.

Mr. Hanselman spoke of the bad condition of the pool table at Sherman and was answered that it would be taken care of in the near future.

Mr. Vickrey asked the permission of the Executive Committee to discontinue the popular Club Dances for the month of July and August. The Committee voted to comply with the Manager's request.

The annual election of members from each department to the Executive Committee for the latter part of 1924 and the first part of 1925 will be held during the month of August. It was decided to divide the Mechanical Department of the Northern and Southern Division Car Repair Shops in two divisions as follows; The Northern Division Car Repair Shops to consist of Pomona, Macy Street, Pasadena, L. A. Car Shops, 6th and Main Sts. Repair Shops, while the Southern Division will include Santa Ana, San Pedro, Long Beach, Redondo Beach, and Watts.

One death occurred among mortuary Fund contributors during the past month in the person of Thomas E. Booher, Northern Division, Motorman, his unfortunate passing occurring from heart trouble on June 27th. His wife, Mrs. T. M. Booher was named as beneficiary, a payment of \$1025 being made in her favor.

Club Movie Program

Friday, July 11:

Main feature, "Bluff" with Agnes Ayres.
Christie comedy, "Safe and Sane," and Cameo comedy, "Dusty Dollars."

Friday, July 18:

Gloria Swanson in "A Society Scandal."
Cameo comedy, "Kick Out."

Friday, July 25:

Main feature, "The Guilty One," with Agnes Ayres.
Hamilton Comedy, "Killing Time," and Cameo comedy, "Oh, Captain."

Friday, Aug. 1:

Main feature, "The Bedroom Window," with May McAvoy.
Christie comedy, "Nerve Tonic."

Friday, Aug. 8:

"Tiger Love," with Antonio Moreno.
Mermaid comedy, "There He Goes," and Hodge-Podge comedy, "Realm of Sport."

P. E. CLUB BULLETIN

July 11 to August 11, 1924

Friday, July 11:

Picture Show, Auditorium, 7:45 p.m.

Monday, July 14:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Tuesday, July 15:

Northern Division Safety Committee, 2:00 p.m.

Thursday, July 17:

General Staff Meeting, 10:00 a.m.

Friday, July 18:

Picture Show, Auditorium, 7:45 p.m.

Monday, July 21:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Friday, July 25:

Picture Show, Auditorium, 7:45 p.m.

Monday, July 28:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Friday, August 1:

Picture Show, Auditorium, 7:45 p.m.

Monday, August 4:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Tuesday, August 5:

Southern Division Safety Committee, 2:00 p.m.

Wednesday, August 6:

Executive Committee meeting, Assembly Hall, 2:00 p.m.

Friday, August 8:

Western Division Safety Committee, 2:00 p.m.

Picture Show, Auditorium, 7:45 p.m.

Monday, August 11:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Note: Trainmen's meetings, all divisions, will be discontinued during July, August, and September.

Agent's Association meetings will be discontinued during July, August, and September.

SUMMER SESSION TO BE HELD AT LOCAL HIGH SCHOOL

The Polytechnic Evening High School, so we are informed by Educational Advisor Hill, will conduct a summer session covering various subjects from July 7th to August 15th for the benefit of those who desire to continue study during the summer period.

Assignment slips will be given from Mr. Hill's office at the P. E. Club, together with any information desired in connection with these classes, which are held two, three and five nights weekly between 7:00 and 9:00 p.m. The Welding course particularly is proving popular, eight employees already having signed applications.

Below is a list of subjects available for study during the summer session at Polytechnic:

Automobile and Shop Classes—Automobile Theory, Woodshop, Welding.

Chemistry—Quality and Quality Analysis.

Business Courses—Bookkeeping, Accounting, Calculating Machines, Dictation, Stenography, Typewriting.

Drawing and Drafting—Mechanical Drawing, Architectural Drawing, Figure Drawing, Commercial Art, Showcard and Poster.

Domestic Art—Sewing, Millinery, Basketry.

English, Dramatic Art and Public

Speaking—English, Business English, Composition, Reading and Spelling, American Literature, Journalism, Public Speaking, Dramatics.

Languages—Spanish, French.

Mathematics—Algebra, Geometry, Trigonometry and Arithmetic.

PICKERING PARK REPLACES URBITA SPRINGS PARK

Pickering Park, formerly Urbita Springs Park, was formally opened to the public on Saturday June 21st, under the management of Ernest C. Pickering, who recently purchased the property from this company. Under the new management many improvements have been made and opening crowds seem to assure a gratifying public response.

Among the various concessions are a new ball room, skating rink, bath house and plunge, shooting gallery, merry-go-round, frolic ride, miniature airplane and a ferris wheel. The entire forty acres of the park, newly fenced, and graded and lighted, have undergone a complete transformation. Parking space for 1200 cars has also been provided.

The ball room, 100 by 150, is one of the finest in the State, its waxed floors being constructed of the finest selected maple and the interior is elaborately decorated and appointed. The Rainbow Orchestra, an organization of excellent ability, has been engaged for the season.

The former bathhouse and plunge have been enlarged and improved and 1200 new bathing suits purchased. New canoes and rowboats have been provided for the lake. Each evening a free band concert is given between 7 and 8 p.m. and free moving pictures are also shown. Other free features have been arranged to continue throughout the season.

On June 19th, preceding the formal opening, an invitational dance was given by Mr. Pickering and a special car was chartered to convey Pacific Electric guests, all of whom reported a wonderfully improved park and predicted another successful venture to the credit of Mr. Pickering, who is rated one of the most progressive amusement promoters on the Coast. His many friends within the Pacific Electric organization extend congratulations to Mr. Pickering and wish him the best of success.

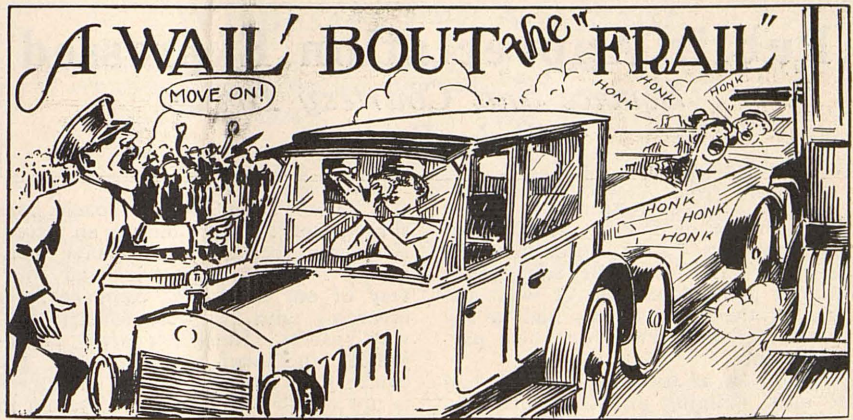
J. W. MEE HONORED

Our genial General Agent, J. W. Mee of San Pedro was elected a member of the Board of Directors of the Chamber of Commerce in that city last month, this honor having been unsolicited on his part.

Despite his heavy duties at the harbor, Mr. Mee has taken the time to interest himself and aid in the excellent work being done by the port's aggressive civic organization and his election followed appreciation and recognition of aid given the Chamber.

Minister (in restaurant)—How's the chicken today?

Waitress—Fine, how's yourself?



A WOMAN is queer; there's no doubt about that,
She hates to be thin and hates to be fat;
One minute it's laughter—the next it's a cry,
You can't understand her however you try.
But there's one thing about her that everyone knows,
A woman's not dressed till she powders her nose.

You never can tell what a woman will say
She's a law to herself each hour of the day.
It keeps a man guessing to know what to do
And mostly he's wrong when his guessing is through.
But this you can bet on wherever she goes,
She'll find some occasion to powder her nose.

I've studied her sex for a number of years,
Watched her in laughter and studied her tears;
On her ways and her whims I've pondered a lot,
To learn what will please her and what will not.
But all I have learned from the start to the close—
Is that sooner or later she powders her nose.

At a church or a ball game, a dance or a show,
There's one thing that I know that I know;
At weddings or in traffic or dinners of taste,
You can bet that her hand will dive to her waist,
And every few minutes she'll strike up a pose,
Let the whole world wait—she must powder her nose.

By J. M. Mills, Conductor, Northern Division.

PIER "A" PERUSALS

Mr. Glingensmith, formerly of the Bull Pen Yard, Santa Fe Ry., has been acting Night Yardmaster in place of Yardmaster Graham, who was taking a much needed rest.

A nightly debate being heard around the yards is between Bolus and McCoy on the subject "Chevrolet versus Buick."

Switchman Turner is working temporarily days at Long Beach.

On account of his health, Switchman Lindsly has traded off for a night job.

Switchman Reily, the sweet tenor of Pier "A," is still working days.

In speaking of the Frisco System a member of our crew was heard to say

"It's all bunk, it don't run into San Francisco."

Switchman McAdams who bid in an uptown job was down to see us the other day in his new "Chevey."

Why is Switchman Davis always looking seaward for a German boat?

"Pete" Poor resigned last week and is returning north for the summer.

Switchman Hatfield bid in the night Long Beach switcher and has postponed his trip to South America.

Amarillo Texas, will be all painted red pretty soon. Fireman Neily says he is going there on his vacation.

Trolleyman Brown, formerly of the Katy, in Texas, is holding the rope (when he don't let go of it) on the Shed Job.

Public Appreciation Expressed *Service and Courtesy Bring Their Reward.*

A PLEASING testimonial to the courtesy of Pacific Electric bus operators and trainmen in Pasadena came to light last month through press comments of what patrons of the various lines had to say concerning the service on their particular line.

Discussion as to the line which had the most obliging and courteous employees arose following publication in the Pasadena Star-News of a letter from a patron who lauded the operators of the Marengo Avenue line as leaders. Showing the public's appreciation of courteous service, the editor of the paper was besieged with telephone calls and letters in which patrons disputed claims of others and insisted that their own line unquestionably had the most courteous employees.

The question remains unsettled, but the interest manifested reveals how observing and appreciative is the public for service well and courteously rendered.

Following is one of the articles which appeared in the Pasadena Star-News of June 20th, together with letter of acknowledgement to the newspaper management from Vice President & General Manager Pontius:

"Which line of the Pacific Electric system in Pasadena has the most courteous operators?"

"This question cannot be answered by the local executives of the company, but, according to telephone calls recently, much pride is being displayed by citizens in declaring that the operators on routes they travel cannot be excelled.

"Yesterday afternoon an elderly woman stopped a motor coach and the operator alighted from the vehicle and assisted her to board it.

"This is extreme courtesy, said a woman's voice over the telephone this morning, and it beats the courtesy extended on the Marengo line that the newspapers wrote about.

"I want to say that the California line operators are the best in Pasadena, was a statement also voiced over the telephone.

"One woman said she had never been in so large a crowd as the one at the Stadium yesterday and she praised the trainmen who operated cars to the graduation exercises, said Dispatcher Chas. Tibbetts at the local office, who is recipient of much praise for the workers of the Pacific Electric."

Mr. Pontius' letter follows:

"I was deeply gratified to observe the article in your issue of June 20th concerning the courtesy of Pacific Electric bus operators and trainmen in Pasadena.

"Reports from extensive travelers throughout this country, and my personal experience in traveling on elec-

tric railways and motor coach lines throughout the east during an extensive trip recently made, have convinced me that the service and courtesy of our employees compare most favorably with any other electric railway system. Indeed, it is my unprejudiced personal opinion that the courtesy of Pacific Electric employees is not equaled on any other system in the United States.

"Judging by the number of commendatory letters received in recent months, the public is becoming increasingly appreciative of the courtesy of our employees in the transportation service. Their honesty, disclosed by the frequency with which articles lost on cars are returned, is also a frequent subject of comment.

"Next to safety, courtesy toward patrons is a plea which we make most often, and I am sure that our men will strive to continue a class of service worthy of the kind expressions of our Pasadena patrons and which your paper saw fit to commend."

COURTESY and service extended Miss Lena M. Nieman, Pasadena, while at and enroute to Mt. Lowe last month, elicited a glowing letter of praise, Conductor R. E. Ashcroft, receiving particular mention. Miss Nieman's letter follows in part:

"On the 18th of this month our family went up to Alpine Tavern and while we received every courtesy and

Annual Picnic Set For August 16th

AS ANNOUNCED last month, the Annual Employees Picnic will be held at Redondo Beach on Saturday, August 16th.

W. A. McCammond, General Agent of the Real Estate, Tax & Resort Department, has been elected to act as President of the Arrangements Committee and Willis M. Brooks of the Mechanical Department, as Secretary and Treasurer.

Both of these appointments assure an outing in which all details for the pleasure of employees, their relatives and friends will receive the most intensive thought and planning and to exceed any previous event in the Company's history is the announced goal of President McCammond.

Various Committeemen were to be appointed about the time the Magazine went to press and next month's issue will cover full details of the day's outing.

kindness from all with whom we came in contact, I wish to especially commend the Conductor (Mr. Ashcroft) on car returning from Rubio Canyon.

"There seemed to be a number of tourists on the car and he took especial pains to give them information. At the car barn two ladies who wished to go to the Ostrich Farm failed to transfer to the Short Line and he managed to catch and hold the car for them. Then he busied himself trying to look up time tables for another man, who was appreciative enough to remark: 'You people certainly are accommodating,' to which the Conductor modestly replied: 'Well, we try to be.'

"At Raymond Avenue he was very careful to show some elderly passengers what corner to get on and what bus to take to Busch Gardens, and so all along the way.

"I have several people speak of the remarkably good service given by the Pacific Electric on the evening of the commencement exercises at the Pasadena High School.

I write this letter because I believe we should be as quick to give commendations as complaint."

ANNOUNCEMENT of destination of train and stations in both section of his car brought to Conductor F. E. Cornwell, Southern Division, the following commendatory expression from Mr. G. M. Southwick, Superintendent of the Municipal Terminal Railroad, San Pedro:

"I left Los Angeles yesterday on the 10:35 a.m. San Pedro train via Dominguez and rode in the head car. Just before leaving the station at Sixth & Main Sts. Conductor came into the front end of the closed section and in a clear tone of voice announced 'THIS IS THE SAN PEDRO-WILMINGTON TRAIN. IT MAKES ALL LOCAL STOPS BETWEEN WATTS AND DOMINGUEZ JUNCTION.' Then he went into the open section and did the same thing.

"I do not know this conductor's name and do not remember riding with him before. With the many strangers we have in Los Angeles riding our trains it struck me that this is a very nice way to do. This conductor's number was 1004 (Mr. Cornwell) and the nice pleasant way in which he did this surely is worth drawing to your attention.

"As well as I know our trains I myself wonder if I am on the right train when there are several trains loading and I know that other people are often in doubt and sometimes get on the wrong train. It only takes a minute to make this announcement and I would like to see it become general for the good of the service."

MOTORMAN C. F. Bay and Conductor J. E. Wilson, Western Division, received the following expression of commendation from Miss Claire J. Martin:

"Just a word in appreciation of the courtesy of your Motorman 2099 (Mr. Bay) and the Conductor on his car (Mr. Wilson). Several times when they could have turned their heads

and passed me by (as several others have done), they stopped the car and allowed me to catch it even if they had to wait a few seconds for me to run to the car stop.

"As you know it is some time between cars and it does make one mad to have a car pass by when you are within a step or two of the stop, especially if you are due at work."

TWENTY teachers of the Van Nuys High School recently signed and addressed a letter to Mr. Pontius expressing their approval and appreciation of the service rendered by Motorman P. A. Timm and Conductor E. R. Marvin, which certainly is a compliment of which they may well feel proud. The letter follows:

"We, the undersigned teachers of the Van Nuys High School, who daily ride on the 7:08 Van Nuys car, wish to express our sincere appreciation of the thoughtful and courteous consideration which has been shown us this year by Motorman Timm and Conductor Marvin."

FOR the courtesy of paying the fare of his wife, who unknowingly without her purse boarded the car of Conductor O. T. Peak, Western Division, Mr. Percy W. Howland of the Automobile Club of Southern California, expressed in no uncertain terms by letter to the management his sincere thanks. "The courtesy of this Conductor (Mr. Peak) caused me much satisfaction." Needless to say Mr. Howland included the amount of the fare with his letter.

Jinks—"I'm a man of few words."
Smith—"Shake! I'm married, too."

"Who originated the idea of slow motion pictures?"

"Two Scotchmen reaching for the lunch check."—Exchange.

Witnesses Per Accident

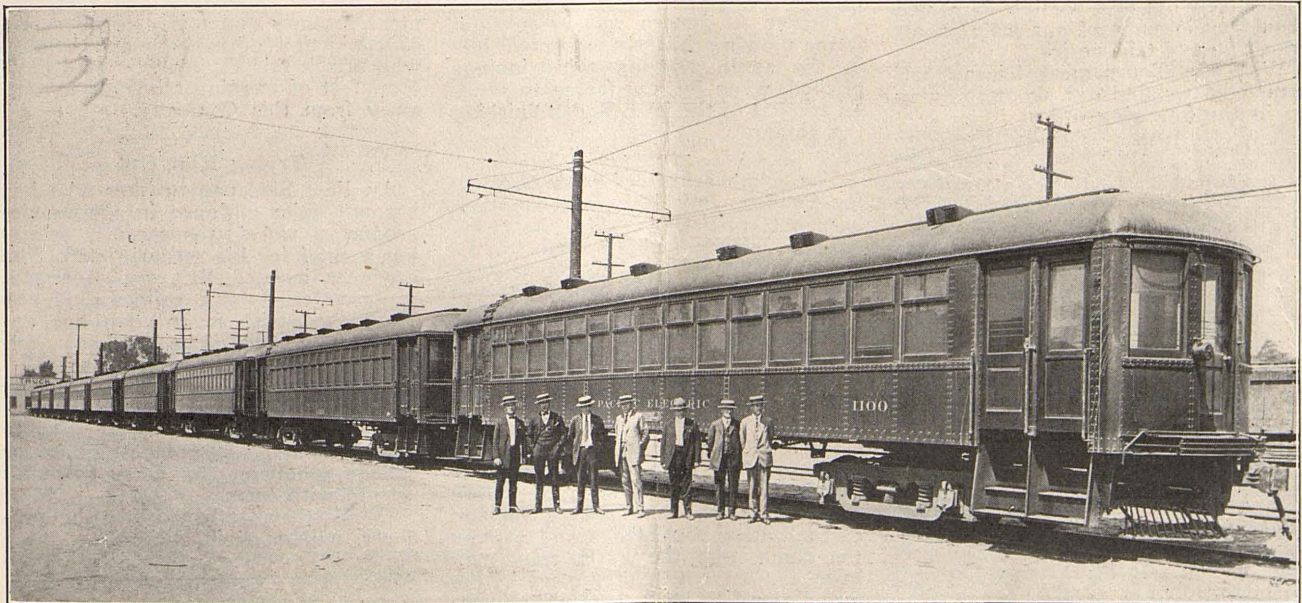
The following statement shows number of accidents and number of witnesses per accident during the month of May, 1924:

Division	1924			1923			Accidents with No Witnesses						
	No. of Accidents	Witnesses	Avg. Witnesses	No. of Accidents	Witnesses	Avg.	Feb.	Mar.	Apr.	May			
Northern	164	1108	6.6	207	1449	7.	4	10	8	11			
Southern	162	933	5.8	199	1154	5.8	14	18	35	19			
Western	302	1780	5.9	321	1894	5.9	13	15	28	24			
Motor Coach													
Northern	36	159	4.3	...	...	...	4	4	7	1
Southern	8	31	3.4	...	...	...	..	..	..	1
Western	4	18	4.5	...	...	...	..	..	..	0
System	676	3029	5.9	727	4497	6.2	35	47	78	56			
Division	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May
Northern	7.0	6.9	6.0	5.2	5.2	5.4	6.7	6.0	6.5	7.3	6.7	7.2	6.6
Southern	5.8	5.2	5.6	4.4	3.9	5.0	4.2	4.9	4.3	4.0	4.0	6.2	5.8
Western	5.9	5.7	6.2	5.2	7.8	5.4	5.7	5.1	5.0	5.3	5.0	5.9	5.9
Motor Coach	3.2	5.2	4.0	4.1	1.2	3.1	3.9	4.3
System	6.2	5.8	5.4	4.6	5.6	5.3	5.5	5.0	5.3	5.2	5.0	5.8	5.9

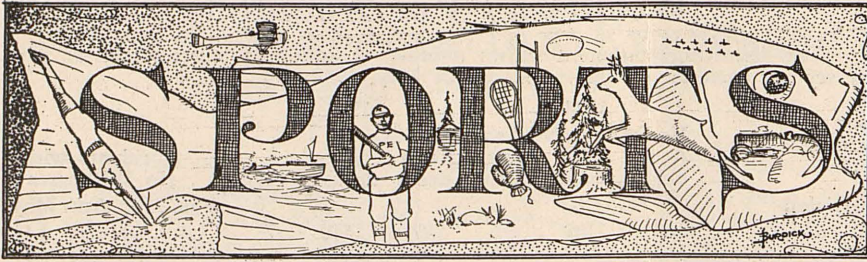
Issued June 1st in Office of General Superintendent.

COMPARISON OF ACCIDENTS DURING MAY 1923 AND 1924

Division	Northern Division		Southern Division		Western Division	
	1924	1923	1924	1923	1924	1923
Interferences with vehicles	132	160	124	166	223	249
Collisions & Interferences with cars	6	8	7	28	6	11
Persons struck by cars	7	4	8	10	9	7
Derailments	4	6	14	28	14	16
On and off moving cars	11	19	13	13	17	15
Miscellaneous	31	28	46	39	45	46
Total	191	225	212	284	314	344
		1924		1923		
Interferences with vehicles	522	575	9.2%	Decrease		
Collisions and interferences with cars	22	47	53.2%	Decrease		
Persons struck by cars	26	21	23.8%	Increase		
Derailments	32	50	36.0%	Decrease		
On and off moving cars	41	47	12.8%	Decrease		
Miscellaneous	130	113	15. %	Increase		
Total	773	853	9.4%	Decrease		



The first lot on delivery of fifty all-steel interurban cars, delivery being completed last month. They were inspected by (right to left) Messrs. F. L. Annable, S. H. Anderson, O. P. Davis, F. E. Geibel, F. E. Billhardt, H. O. Marler and E. A. Stevens, all of whom pronounced them a worthy addition to our equipment facilities.



GOOD SCORES MADE AT LOS CERRITOS FIELD SHOOT

Los Cerritos Recreation Field was again the scene of much action on Sunday, June 15th, when some twenty-four trap shooters consisting of P. E. Rod & Gun Club members and visitors gathered for the purpose of exhibiting their respective skill at annihilating the little clay target.

The day was an ideal one for the occasion and with the targets clearing the air in graceful manner probably accounted for some of the exceptionally good scores turned in. B. F. Manley again lived up to his well-known reputation, with 95 hits out of 100 tries. K. L. Oefinger was second with a registration of 71 out of a possible 75. He surely had the range and his good form is indicated from the fact that he failed to miss anyone of the first fifty birds.

Among our visitors was Mr. Don Morrison, a well-known professional trap shooter, representing the Peters Cartridge Company. He was high man among the visitors, breaking 96 out of 100 shots. Miss Kehoe, a prominent shooter among the fair sex, also paid us a visit and scored 66 per cent for the day.

Right here let us rise to remark that we have some very promising material among the weaker sex within our own ranks. Mrs. L. R. Spafford and her daughter, Helen, proved their prowess by bringing down 16 and 17 targets respectively out of a possible 25, which should make some of our male shooters sit up and take notice.

With the Tournament Season half completed we find our shooters lining up in the following order:

H. L. Wiggam	253x 275=92.01%
K. L. Oefinger	387x 425=91.05%
B. F. Manley	646x 725=89.10%
L. R. Spafford	973x1100=88.45%
C. H. Jones	530x 600=88.33%
F. L. Manley	474x 550=86.18%
J. L. Cowley	581x 675=86.07%
W. J. Hodge	193x 225=85.77%
H. Smith	150x 175=85.71%
K. Thompson	1045x1225=85.30%
J. M. Ceopfert	101x 125=80.80%
L. V. Thompson	477x 600=79.50%
A. R. Hraback	185x 250=74.00%
W. E. Massingale	107x 150=71.33%
D. S. Fovle	53x 75=70.67%
A. R. McLeod	50x 75=66.67%
W. B. Thomas	33x 50=66.00%
G. Grimsley	96x 150=64.00%
B. Manear	64x 100=64.00%
T. H. Pugh	63x 100=63.00%
D. J. Finley	219x 350=62.57%
Fred Spencer	45x 75=60.00%
Geo. Ridd	14x 25=56.00%
A. L. Thompson	25x 50=50.00%

The next regular shoot is scheduled for Sunday, July 20th, at the Los Cerritos grounds at 10:00 a.m. Let's all be on hand.

Don't let your wife feel neglected. A kiss in time saves nine.—Ex.

ROD & GUN CLUB PUBLISHES BOOKLET FOR SPORTSMEN

A well prepared and informative booklet was distributed last month to members of the P. E. Rod & Gun Club, its pages containing the Club's constitution and by-laws, prize lists, rules and regulations, fish and game laws and other information frequently of interest to sportsmen.

This booklet represents the Club's initial endeavor along this line and while it is attractively assembled and contains much helpful information, it is planned to issue it on a larger scale from year to year. Much credit is due the various members who aided in the preparation of this book and particular mention is given C. P. Hill, Secretary of the Club, as the idea originated with him and it was largely through his efforts that the book was brought to a successful conclusion. The expense of publishing was paid by the solicitation of advertising and the firms whose ads appear within its pages should be given due consideration by all Club members.

DIAMOND DUST

The Pacific Electric base-ball team journeyed to San Bernardino, Sunday, June 29th and tangled with the San Bernardino Reds. Notwithstanding the terrific heat, the team played magnificently, winning by a score of 15 to 5.

Pitcher Al Jensen was in splendid form allowing but six scattered hits in the seven and one-third innings pitched, when he was forced to retire on account of the heat, Rodax finishing the game.

The game scheduled with Catalina for Sunday, July 13th, will doubtless be a hot contest.

The Islanders have had things pretty much their own way ever since the season opened and will fight to a finish to preserve their standing. They trimmed Pacific Electric last time by a close margin and Manager Charlie Hill expects to even things up in the forthcoming game.

In this connection, the Catalina fans are a noisy aggregation, and it is hoped that a large number of Pacific Electric employes will take advantage of the outing to Catalina and witness the game, that the P. E. team may have a good bunch of rooters in the grand stand to back them up.

The team had a nice workout Saturday, June 28th, playing the Bayer-

BANDITRY DANGEROUS TRADE SPECIAL AGENTS PROVE

Trial, conviction and sentence of five years to life was meted last month to W. H. Yates, the third bandit convicted and sentenced for the robbery of Receiving Cashier Potter while on the way to the bank with Company funds on December 3rd last. His two accomplices, Hanna and Goslin, were caught in the hills back of Sherman about two hours after the robbery, both of whom were wounded in a gun battle before they were taken.

Hanna and Goslin pleaded guilty, most of the money being recovered from them, and Hanna is now in San Quentin serving a term of five years to life, the penalty for first degree robbery. Goslin is still in the General Hospital in Los Angeles, but is under sentence to San Quentin and will be taken there as soon as his health will permit. He has had a very serious time convalescing from his gunshot wounds.

It was known that a third party participated in the robbery; that this third party was the one who planned the crime and induced the other two to do the job. The Special Agents Department worked diligently on the case and located W. H. Yates as the wanted third party, finding him in El Paso, Texas. Yates was extradited and brought back to Los Angeles last February. His attorneys succeeded in delaying his trial several times, but the case was finally heard beginning on June 12, 1924.

The evidence was conclusive and the jury brought in a verdict of guilty of first degree robbery after being out only a short time today—June 17, 1924. Yates was sentenced Thursday, June 19, the California law providing an indeterminate sentence of from five years to life for first degree robbery, which was doled him.

This is the last of five important cases brought to a successful conclusion by the Special Agents Department recently and this uniform result of conviction of robbers and bandits who attack this Company should have the effect of warning criminals to stay away from this Company.

Trying Him Out

An East Side pants-maker who has become quite a figure in the movie-producing world was recently selecting a chief for his scenario staff. The producer insisted that the successful applicant must be a college graduate. He looked with favor upon one applicant and asked if he had had a college education. He received an affirmative reply.

"Show your diploma," demanded the producer. The applicant tried to explain that it was not customary for college graduates to carry diplomas around with them.

"Well then," demanded the producer, with a slight sneer, "say me a big woid." — St. Louis Globe-Democrat.

Rothgeb nine at Downey playground. Pacific Electric won by a 10 to 6 score.

"Salesmanship"

(Continued from page 6)

pen to find yourself in this class, but the other fellow is poison to them.

If a passenger who has been passed up by your leader boards your car and complains about it, explain why it was necessary for the car ahead to pass him by, if you know the probable reason. You may add one more to the list of friends and well-wishers, not only for yourself but for the motorman who found it necessary to pass him up.

Your Badge Number

This is a necessary means of identifying you. In its place there might be substituted your name, but there may be four Henry Browns, seven William Johnsons and eleven John Smiths among the trainmen, and there is but one Number 12345.

If a passenger wants to know your number for any reason, he will ascertain it, whether you inform him or not. Therefore, promptness in informing him, in a cheerful pleasant manner, may go a long way in softening his heart, should he happen to be inclined to report you for some real or fancied offense. If you tell him to read the figures on your cap, to see for himself, or give him the number in a snappy or grouchy manner, you have gained nothing but have taken a chance of losing a potential friend.

Remember the saying about the comparative value of molasses and vinegar in catching and holding flies. Always state your number, willingly and in a clear, pleasant voice, and you will reduce the chances that a complaint, whether justifiable or unjustifiable, may be lodged against you.

Explanations, and sometimes regrets, well-worded for conveying desirable information to the satisfaction of patrons, are called for by various situations, such as delay due to power being off or blockade by automobiles or steam cars, diversion of car to another street in emergency, car routed to car house, carrying passenger past his destination, and many other things which are bound to happen and which, if not properly handled by either the conductor or motorman, may invite unfriendliness on the part of the patron.

Carefully chosen words of caution to the passenger who is endangering life or limb in improper boarding or alighting, and to the passenger about to step off a moving car or who has just succeeded in boarding your car while moving too rapidly to make his act safe, will be of value in educating riders and should attract favorable attention to you personally.

Again, this is salesmanship. You are selling your quality to somebody who may be in need of the especial kind of service for which you are demonstrating your capacity.

Relations with the Police

The Police Department, especially officers of the Traffic Division, can do much to lighten the labors of a trainman and speed him on his way rejoicing. On the other hand a traffic officer is in a position to make life a burden to a motorman.

There is no branch of the public service which needs the good will and friendly cooperation of the police authorities more than that furnished by the men who operate the street cars, and vice versa. Sell yourself to the police and the pay will be big.

Make work as easy as possible for the traffic officer on the intersection, so far as your end of the game of co-operation is played. His word, his direction, his order regarding traffic at his station are law. He is expected by his superiors to ask of you nothing that is unreasonable or unfair. He must learn how to handle traffic in a manner satisfactory to all concerned or he will not remain long on his job. He has to consider not only your car and its load of passengers, but the waiting and on-coming automobiles in four or more directions and the street car movement from all quarters as well.

Because of his more advantageous position he sees more than the motorman can see. When he signals the motorman to do or not to do a cer-

Suppose You Were The Boss

"**S**UPPOSE," says Mr. Anderson, "that instead of running a street car—either end—you were the proprietor of a department store. Suppose you find that one of your clerks was so handling customers at his counter as to drive them to trade at some other store. How long would you keep that clerk on the job? Just long enough to pay him off, and no longer."

tain thing, it is a necessary part of his plan for expediting the movement of all traffic at or approaching that intersection at that particular time. Your endeavor to respond promptly and pleasantly to his wishes will gain you valuable good will, will make your work at each location easier and pleasanter, and the net results will be reflected not only in closer and more helpful co-operation from the traffic officers themselves, but in favor in the office of the division superintendent and the main offices of the Transportation Department.

Many motormen and conductors who stand in high esteem at headquarters and who are in the mind of the superintendent as candidates for more important work, such as that of supervisor, are the men who have sold themselves to the city's traffic regulators on the busy intersections.

A friendly traffic officer ranks among the best assets a trainman can have.

Suppose that instead of running a street car—either end—endeavoring to equip yourself for more responsible work higher up—you were proprietor

of a department store. Suppose you found that one of your clerks was so handling customers at his counter as to drive them to trade at some other store. How long would you keep that clerk on the job after you had taken his measures? Just long enough to pay him off, and no longer.

As proprietor of this store you would have learned that your one great asset, even more valuable than the goods on your counters, is the good will and confidence of the public. The clerk who, by reason of discourtesy, inattention, indifference or a show of lordly superiority, caused customers to feel that they could get just as satisfactory goods and 100 per cent more satisfactory treatment from the clerks in your competitor's store, would have to go, or soon you would have to wind up your business.

The man who operates a street car stands in the same relationship to the business of selling transportation as that of a clerk in a department store to the business of selling dry goods, shoes and groceries. Both are salesmen. One sells an article that may be seen and felt. The other sells service. And he who renders a service to a fellow man or woman, whether paid for in money or given gratuitously, is performing a creditable deed.

I don't want to preach, but I do want to suggest that about 1900 years ago there lived, and in young manhood died, a Man whose entire life was given to the service of his fellow men. During the centuries his name and his frame have largely rested, and always will largely rest, upon the fact that he was a Servant of mankind. The customers of his time were such that he did not require wages in money for his labor, as is the case in these days, and the exact nature of his service was not like that of service rendered by public utility servants, such as street car motormen, conductors, supervisors, superintendents and managers, but it was human service, just the same. And it was noble, as all human service, performed in the right spirit, is noble.

The Cost

Human service entailed sacrifice then, and it entails sacrifice now. It requires self-discipline, also, which is the thing that makes real men.

The great thing that counts is to get men and women to accept service in the spirit in which it is offered.

The man who can do that has learned the art of personal salesmanship. He "sells himself," in the popular expression of the day. In other words, he "delivers the goods," and they are accepted at face value and paid for, in due time, not only in coin of the realm but in that priceless commodity, the good will of the public—recognition of high qualities of manhood, elevation to positions where better service can be rendered with still higher reward to follow.

Have you "sold yourself" yet? Can you "sell yourself"? To whom and for how much?

What are you worth? What price have you put on yourself? Is anybody bidding for your services? If not, what is the reason?

AUTOIST GIVING LIFT HELD TO ANSWER IN ACCIDENT

The outcome of a recent lawsuit in New York calls attention again to the responsibilities incurred by an automobilist who gives a lift to a person waiting for a street car. In the case in question the plaintiff claimed damages for injuries suffered while he was riding as a guest in the automobile of the defendant. The case was settled out of court by the payment of substantial damages.

The general principle has been established in New York that the owner or operator of an automobile owes to an invited guest the duty to exercise reasonable care in its operation, and not unreasonably to expose him to danger or injury by increasing the hazard of travel. A guest is entitled to recover from the owner for an injury resulting from a failure to use such care. The fact that the owner of the automobile is not a common carrier, and is not transporting a passenger for hire, does not relieve him of responsibility. In order for the guest to recover damages, however, he must show negligence or carelessness on the part of the owner.

If it becomes generally understood that giving a lift to another person may, in case of accident, involve the automobile driver in more serious difficulty than if he were alone this may act as a deterrent to such generosity—which is a serious form of competition for street railways, especially in smaller cities.

STORE DEPARTMENT NOTES By E. A. Bonner

F. B. Hopkins, of the Store Accounting Bureau, has purchased a home from the company in Torrance and, with the arrival of his father and mother from the east, will make his permanent residence there. "Hop" has just returned from his vacation spent with the rake and shovel getting his new place in shape.

The Store Department extends their sympathy to Mrs. Meyers on account of the death of her father on June 16th.

Fred Dilthey has enlarged his flower garden at Hermosa and, in addition to his wonderful dahlias, he has added quite a variety of gladiolas.

Mrs. Bulah Myers, of the Store Accounting Bureau, recently surprised her friends by announcing her marriage to H. A. Vallestedt of Los Angeles; they will make their home in Los Angeles. The Store Department extends their congratulations. Mrs. Vallestedt left the service on June 30th and was succeeded by Miss Nancy Johnson.

Mr. Fenimore and family departed on June 6th to attend the American Railway Assn. (Division of Purchases and Stores) Convention at Atlantic City. Enroute they will visit various places of interest in the east and also visit with Mr. Fenimore's father in Economy, Indiana. They expect to return about July 10th.

Jay's Antics Amuses Mt. Lowe Visitors



Miss Gertrude Hood luring the festive jay-bird.

JUST as Mt. Lowe is known throughout the world, the fame of "Bebe" is becoming almost as widespread. And who is "Bebe?" None other than a wild handsome mountain jay whose tameness and discovery on how to "get-by" without labor amuses thousands of visitors to this famous resort each year. Her secret? She subsists on peanuts and other dainties offered her from the hand of those who call her by name and offer the necessary inducements.

Although the best of pets, Bebe is still a wild bird of the woods. She has never been caged and tamed and lives in the trees and bushes about a half mile from Alpine Tavern. There she rears her young and conducts herself as other jays do. She is a proud and haughty jay-bird with her brilliant blue plumage mixed with the soft gray on her breast and part of her back. Despite the reputation of her ancestors, who are infamous for their bad actions, Bebe has become famous for her uniformly good manners.

About four years ago someone coaxed Bebe to coming closer and closer, day by day, until now she has little fear, but hastens to the call of her name and partakes greedily of what she seems to believe her due allowance. With the first touch of shelled peanuts, Bebe's proud heart

WESTERN TROLLEYGRAMS

By E. C. Brown

Motorman K. F. Edwards, of Sherman, became a benedict last week. The happy pair received many beautiful gifts and also the congratulations of a host of friends.

"Paying taxicab fares is an expensive luxury," so sayeth Motorman McCarley, of Hill Street, who used that means of transportation to take him to Van Nuys after missing the last P. E. car for that city. Where is your timetable, Mack?

A new Brakeman's list will be out soon. Baby boys arrived at the homes of Brakeman A. J. Gallacher and H. R. Allard and Conductor S. B. Stowe is in line for our best wishes on account of the arrival of a boy.

Terminal Foreman A. G. Cochran has moved to Sherman from Ocean Park.

We are happy to report that Motorman L. L. Pierce has recovered from his recent illness and is able to be out again.

Monthly get-together meetings have been discontinued until October.

Trainmen of Sherman now have an opportunity of renting a fine little bungalow with the completion of six which have been built by the Pacific Electric at that point.

Supervisor McKee and family have left for a trip throughout the east and south. Bon voyage, Mac!

Motorman W. Jenkins, who spent his vacation visiting the several terminals, has decided Hill Street will do.

was won, but she insists upon them being properly served—shelled.

Miss Gertrude Hood, Hostess at the Tavern, is particularly in the good graces of Bebe and she seems to recognize her voice and proceeds rapidly and without ceremony to partake of her daily offerings.

If it happens to be the first meal of the day a low call of "Bebe! Bebe!" will bring a whirl of wings and without further ado she is eating greedily of the feast offered. But if she is not very hungry and one calls her name she will shrill back each time and then cautiously come forth, alight first on the shoulder, then hop to the handful of peanuts, cram her mouth full and then disappear only to come back in a few minutes for another supply.

Bebe is very jealous of her privilege. Should another member of the feathered tribe so much as dare to intrude she will rise with a shrill cry and in great fury drive them away.

Guests at the Tavern take a great delight in feeding Bebe and she counts her friends into thousands. Many of them return when in this part of the country to meet once more the saucy little Bebe.

RAPID PROGRESS BEING MADE ON TUNNEL



Progress on the new tunnel continues at a good pace. The first drift was started June 13 and another on July 19th. A total of 133 feet of excavation had been removed on July 1st.

IT IS interesting to observe the progress that is being made by the general contractors, Twohy Bros. in connection with the construction of the Company's Hollywood-Glendale-San Fernando tunnel.

Barely before the open cut work at Second and Lucas streets, some 300 ft. or more, was fully excavated, the contractors had underway the erection of the large timber bunker to be used in disposing of the earth excavated from the tunnel bore proper. Leading from the tunnel a portable tramway track extends up the westside slope of the cut and onto the bunker. The contractors are equipped with construction equipment consisting of gas-operated locomotive and small steel-bodied dump cars, each car holding one yard of earth, for transporting the excavated materials from the tunnel onto the bunker.

These small dump cars were specially designed by the contractors and built by a Los Angeles firm for efficiently handling in the manner outlined. The bodies are installed on the car chassis in the same manner as a cradle is mounted, thus permitting release of the pinion and rapid dumping of the earth into the bunker. Motor trucks are always at hand beneath the

By **C. A. ELLIOTT,**
Cost Engineer

bunker to receive the earth and dispose of it at available dumps.

Another large timber bunker is now being erected, being 75% complete, which is located opposite the excavation bunker on the east side of the open cut.

A standard gage spur track has been installed, which from Second Street and diverges from the Edendale-Glendale Line. This track extends onto the subway property and parallels the east slope of the open cut. The top of the bunker for handling sand and rock, as located on east side of slope, is level with the material spur and permits of the efficient handling of rock and sand directly from the cars into the storage bunker.

An air compressor plant has been installed at the terminus of the material storage spur or immediately to its left. This compressor plant will ultimately serve to furnish compressed air for pneumatic tool service when it is necessary to resort to this method of work in driving the bore, such as drilling in rock formation, etc. Also, the compressor is now in operation for furnishing air in exterminating gasses

forming in drifts numbers 1 and 2.

It is not the contractors intentions to confine the work entirely to one location, but at Figueroa street, which is 2750 ft. from the west portal, rapid strides are being made in getting underway the work that involves the driving of the bore in both directions at this point. That is, a drive will be made northwesterly to meet the drive being made from the open cut end at Second and Lucas streets, while the other drive will be southeasterly towards the Hill street terminal end of the subway.

At the latest drive-point, namely Figueroa street, the excavation in the cut between Flower and Figueroa Streets is approximately 50% complete. The subway at this point comes very close to grade, which affords favorable conditions for establishing this point as a logical one for conducting the bore from another direction.

The tunnel drifts were commenced Friday, June 13th (The contractor claims it is his lucky day) and the second drift was undertaken June 19th. On July 1st practically 133 ft. of the two lower drifts tunnel excavation was removed from the beginning of the established engineer's station of the

west portal, while other drifts were followed closely.

The tunnel is being driven by the drift method of tunnel excavation, this work is classified as "upper" and "lower" drifts, the lower drift proceeding in advance of the upper. The character of earth encountered does not permit of bench-driven tunnel system being followed, generally practiced in tunnel construction where rock formation is existent.

At the Figueroa Street plant also a spur track and siding will be constructed for handling the materials to be used from this end of the work. This facility has been located and grade established at this time.

Human nature has entered strongly into this project, as there is the usual crowd of curiosity seekers and free-advisors always gathered around ready to tell the contractors how the job could be handled. When the contractors struck an apparent water pocket while excavating for the erection of the earth-handling bunker, old-timers came down off of the side of hills to inform the contractors the source of the water-pockets. One old-timer seemed to win his point, claiming it was the seepage from the lake in Echo Park, which is located some $\frac{3}{4}$ of a mile away.

ACCOUNTING DEPT. NOTES

By Don Goldsworthy

J. L. Smith reports a new addition to the family, namely a 9-lb. son, who is to be known as J. L. Junior, he also states that mother and son are doing nicely.

Miss Ethel Ward in charge of our Stenographic Bureau is resigning at an early date on account of her approaching marriage. Plans of her many friends call for a beautiful gift of flat silver with every good wish.

H. A. Meisner, former re-check clerk and a member of the P. E. Band for a long period, recently passed away at the Pacific Hospital after a lengthy illness. Sincere sympathy is extended his family in their bereavement.

The high-up on vacationees for the past month is as follows:

Mrs. Dale—a very enjoyable trip to Yellowstone National Park.

Tom McKnight—a trip to Omaha and Des Moines.

Miss E. Sparks—to the Rocky Mountain Nat'l Park, Colorado.

Miss H. Bettis—a trip on the good ship "H. F. Alexander" to San Francisco.

R. G. Jones—a rest at home.

R. Peterman—most everywhere around California.

Rearrangement of the Roadway and Equipment, and Disbursement Bureaus was recently effected to make room for Harry Thomas who has returned from Room 611 where he has been working for the past year on auto bus reports. He will continue on this work in this office.

P. S.—Don Goldsworthy, our wor-

Mr. Card Pass Holder, Are You Guilty?

CARD pass holders may well read and heed the excellent suggestions contained in the following communication by Conductor Thos. A. Lyons, Southern Division:

"The spirit of co-operation on the part of employees toward the Company and its interests is always present in the big 'P. E. family.' However, sometimes we overlook the little things and forget to give to our fellow employee the consideration due, both him and the Company, in our efforts to render good service to patrons. And if we could always remember to place ourselves in the other fellow's position what a lot of grief we could save each other.

"Here are two incidents which occur every day, the elimination of which by pass holders would lessen the already heavy burden of Conductors:

"(1) Pass holders, entering a pay-as-you-enter-car, frequently flash a card pass and shout a number while the Conductor is collecting perhaps twenty to thirty fares. While so doing it is difficult for the Conductor to get the number and perhaps several others at the same time. By waiting a moment until cash fare patrons are on board will extend to patrons a courtesy due them and Conductors will be able to get pass numbers correctly.

"(2) One of the most unpleasant duties a Conductor has to perform is to approach a card pass holder who is sitting and request him to stand and allow pay passengers the seats to which they are entitled. Fortunately this doesn't occur often, but it is a just rule and one to which thoughtless employees should not take exception should they be so negligent as to make such a request necessary.

"Let's get together and make the work of Conductors more pleasant regarding these pass matters and it will be just another step forward toward a happy feeling we so desire and strive for in the big 'P. E. family.'"

thy spokesman, is a busy young man completing a canoe, but he is not being besieged with anxious passengers on its initial trip. In fact, his friends believe that as a boat builder he is a good Valuation Clerk, and there is some talk, on account of his being such a promising young man, of bringing pressure to bear to prevent his attempting to use it. In any event precaution has been taken to extend sympathy to his family in advance.

SELECTION OF TRAINMEN FOR SAFETY WORK ANNOUNCED

Bulletins notifying Trainmen of their appointment on the staff of the Division Safety Committee for the months of July, August and September were issued last month by the Superintendents of the three respective divisions. Those chosen for this important work were:

Southern Division—A. R. Hraback, Conductor, J. H. Dees, Motorman, H. F. Wholf, Conductor, L. A. Street Yard; James Ross, Motorman, Long Beach; L. A. Troutman, Conductor, W. T. McCormick, Motorman, 8th & Hemlock.

Western Division—K. G. Wingo, Conductor, Hill St. Station; G. Hatt, Motorman, Ocean Park Carhouse; L. E. Rowley, Conductor, L. A. Street Yard; G. W. Leonard, Motorman, A. J. Gallacher, Conductor, B. B. Starr, Motorman, Sherman.

Northern Division—J. G. Hodges, Conductor, Macy Street; J. W. Spiegel, Motorman, Pasadena; F. C. Westphal, Conductor and Motorman, San Bernardino; C. G. Jones, Conductor and Motorman, Pomona; O. J. Riddell, Conductor, J. M. Walker, Motorman, Macy Street.

Through the work of these committeemen and co-operation given them in the past much constructive safety work has been brought about. Any unsafe condition which may come to the attention of Trainmen or other employees should be immediately reported so that precautionary measures may be taken.

L. A. WAREHOUSE NEWS

By Daniel Sanchez

Vacation pleasures were enjoyed by the following during June: Frank Reynolds, our Foreman of Shed No. 3, took his regular trip to Nebraska; John Roy is in Oregon; William Collett went to Salt Lake City; Miss Irene Rose visited with relatives; W. Alexander, our Bill Clerk, took a chance by making a trip to Salt Lake City in his Ford. He got back. Edward A. Waker enjoyed his time off by leisurely working in his garden. Revising Clerk, Cha. Salazar, and Cashier, Fred Spencer, also are back after a pleasant outing.

Our office force was 99% hobbled. Mrs. Mary Fair was the sole survivor and finally she succumbed and made it 100%. The consensus of opinion is that she didn't go wrong when she chose this new style of coiffure.

Edward A. Ryan, one of our Check Clerks, passed away on June 8th. We miss him very much and our heartfelt sympathy is extended to his bereaved family.

Speros Karperos had one of his "lamps" blacked and suffered with an injured arm on account of having been hit by an automobile while alighting from a street car. His disfigured physiog fails to suppress the ever present smile with which he is blessed.

**EQUIPMENT ORDERS LARGEST
IN COMPANY'S HISTORY**

Nearly six million dollars is being spent for freight and passenger equipment during the present year, according to press statement by Vice President and General Manager Pontius, who was thusly quoted:

"During this year the Pacific Electric will receive the largest volume of equipment ever added to the service during any twelve month period in the history of the company.

"We have already received fifty new Hollywood cars, costing \$1,000,000, many of which are in service and fifty interurbans will make our passenger equipment outlay for the year total \$2,850,000. Delivery will shortly begin on 1350 assorted freight cars, which will bring our total expenditure for freight and passenger equipment to approximately \$5 850,000.

"To provide necessary additional power facilities several substations are being installed and other existing units enlarged. Many additional improvements are also being added. The management of the Pacific Electric Railway is not perturbed at the reported slackening of industrial activity elsewhere in this country and will continue to proceed with plans designed to meet an ever growing passenger and freight traffic demand in this district."

Fifteen all-steel interurban cars arrived from Hammond, Indiana, on June 12th and subsequent deliveries during the month completed delivery on order for fifty of the new 1100 type interurbans. They are now at the Torrance shops undergoing installation of electrical equipment and some will be ready for service at an early date.

**MECHANICAL DEPT. NOTES
My Willis M. Brooks**

Foreman Spalding, of the Machine Shop, has heard many expressions of appreciation by the shop men of the summer vacation granted by the Company.

The bid of woman for economic equality seems to be having its effect. The other day in going home on a crowded car a woman with a small baby boarded the train. Men in seats glanced up and quickly glanced away. It finally devolved on a woman to arise and offer her seat to the woman with the child in her arms. We will venture to state that not a man felt conscience clear.

On June 8th, Miss Rose Straub, the popular young daughter of E. O. Straub, Shop Superintendent, and Verne Wilson of Armour & Co., were married. A wedding trip to Yosemite, Oakland and San Francisco was enjoyed by the happy young couple after which they returned to Los Angeles after they returned to Los Angeles and to their home at 48th and Figueroa Sts. The wedding was a strictly family affair. Rose's sister, Louise, officiated as bridesmaid and Clarence Hatzler as best man. Hearty congratulations and best wishes!

**PACIFIC ELECTRIC RAILWAY COMPANY
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
ACCOUNTS—MAY, 1924**

Passenger Revenue	\$ 1,196,977.32
Freight & Switching Revenue	570,761.28
Other Revenues	63,401.21
Total Railway Operating Income	\$ 1,831,139.81
Total Railway Operating Expenses:	
Wages	818,958.90
Other Charges	398,350.19
Transportation for Investment Credit.....	4,111.70
	<u>1,213,197.39</u>
Revenue less Operating Expenses	\$ 617,942.42
Depreciation	40,068.37
Taxes assignable to Railway Operations	48,066.27
	<u>88,134.64</u>
Total Depreciation and Taxes	88,134.64
Revenue less Operating Expenses:	
Depreciation and Taxes	529,807.78
Non-Operating Income	23,074.05
	<u>552,881.83</u>
Net Revenue	\$ 552,881.83
Interest on Bonds and Other Debt	346,004.42
Rent and Miscellaneous Income Deductions.....	115,972.68
	<u>461,977.10</u>
Total Deductions	461,977.10
Net Income for month	90,904.73
Net Loss for five months	213,299.11
Total outstanding Deficit as of May 31, 1924	\$13,647,047.75

Los Angeles, Calif., June 26, 1924.

L. A. LOVELL, Auditor.

We are informed that Mr. William Schonle of the Truck Repair shop was married recently, but have not yet been able to obtain details.

This is a secret but we found it out. Tom Cassidy of the winding room is the proud daddy of a baby girl, now about two weeks old. Our congratulations on this excellent start.

It is well to be advised that Miss Josephine Leppie, recently installed as nurse at the Torrance shops, is a decided acquisition to our family. Miss Leppie is an accomplished singer and we look forward to the pleasure of hearing her at some of our P. E. functions.

Frank A. Bent, Chemist of the Torrance shops, and Rolande Hels, were married on April 12th at Ojai. The young couple are residing at 1518 Ampolava Ave., Torrance. Best wishes and hearty congratulations!

Our sincere sympathy is extended to our co-worker, Ben W. Waber of the blacksmith shop, who lost his wife about two weeks ago, after a very short illness. Little can be said to soften the blow of such sudden bereavement, except the knowledge that loved ones thus lost have advanced to a better and brighter life than is given us here on earth.

E. A. Stevens, special engineer of the Mechanical Department, is enjoying an extended vacation intermixed with business. Mr. Stevens will go to Chicago on the Chicago, Milwaukee & St. Paul, from Seattle, and will ride on one of the famous electric locomotives of that company.

E. Jones and Chas. G. Reese, under

the total and permanent disability clause in our group life insurance, have been granted total and permanent disability benefits.

Frely R. Clough of the Mechanical Department has recently graduated from a school of chiropractics.

**ENGINEERING DEPT. NOTES
By R. E. Humphreys**

Bert Stephens, bonding foreman of the Western Division, is to be congratulated on his good judgment, when on June 28th he married pretty and talented Miss Queenie Potter of Hollywood. After spending their honeymoon in Catalina and San Diego the newly weds will make their home in Hollywood.

R. C. Otto of the Structural Engineering Department is spending his vacation on a fishing and painting tour in the mountains back of Eugene, Oregon. So far he reports a 200 per cent trip.

Miss Margaret Mailland, stenographer in the main office, has returned from her vacation after a very delightful trip by motor to Vancouver, returning by rail. She reports roads in excellent condition and scenery wonderful.

Stanley Lanham, of the drafting department, said good-bye to his bachelor friends when on June 21st he was united in marriage with Miss Lovina Crane of Burbank. After a honeymoon at Lake Arrowhead they will make their home in Burbank.

The sympathy of all is extended to the family of Leroy Mountjoy, whose mother passed away this last month at Eugene, Oregon.



Going and Coming

Billy the office boy rushed into the boss' office with his hat on one side of his head and shouted, "Hey, boss, I want to get off to go to the ball game." The boss said, "William, that is no way to ask. Sit here at the desk and I will show you how." He went from the room and returned with his hat in his hand saying, "Please, Mr. Smith, may I go to the ball game this afternoon?" "Sure, said Billy, "here is 50 cents for a ticket."—Selected.

"As the Twig Is Bent"

A wealthy motorist, while touring through Georgia, drove up to a gasoline station and found the tender a lazy country boy.

"Hey, boy," said the motorist, "I want some gasoline. Get a move on you. You'll never get anywhere in this world unless you push. Push is essential. When I was young, I pushed and that got me where I am."

"Well, boss," said the boy, "I reckon as how you'll have to push again, 'cause we ain't got a drop of gas in the place."—Columns.

"These men were blocking traffic. Your Honor, while they had an argument."

"Were they in an altercation?"

"No, Your Honor, they were in a Ford."

Didn't Hurt the Pig

Health Inspector: "Say, Pete, you oughtn't to have your pigpen so close to the house."

Pete: "Why?"

Health Inspector: "It's not healthy."

Pete: "Not healthy? I'll bet you can't find a healthier pig anywhere around than mine."—Exchange.

Says the mountain to the river,
"I'll slide down on you."

Says the river to the mountain,
"I'll be damned if you do."

Proof Of It

Wife: "There's no such thing as luck."

Hubby: "There isn't, eh? Did you ever upset an inkstand when it was empty?"

Wife: I can't find my last year's bathing suit.

Husband: Probably a moth ate it."

De Kid Himself: "Aw c'mon out fer a ride; I'm harmless."

De Poifeck Lady: "Aw, for de love o' Pete, who wants to go out fer a ride wit' a guy what's harmless?"

Wasted Energy

The steamer was only a few feet from the quay when there was a sudden commotion and a man came running madly from the dock gates, shouting to the officials to wait a moment. Without pausing in his stride, he flung his bags on the boat, took a desperate leap and landed on the deck with a crash.

"Good!" he gasped, as he was assisted to his feet. "Just did it. A few seconds later and I should have missed it."

"Missed it!" explained one of the passengers. "This boat is just coming in!"

It's What We Do

It isn't the job we intend to do,
Or the labor we've just begun,
That puts us right on the balance sheet,
It's the work we've really done.

Our credit is built upon things we do,
Our debt, on things we shirk;
The man who totals the biggest plus,
Is the man who completes his work.

History Teacher: "What would they call women if they got into congress?"

Pupil (after serious thought): "Miss Representatives—I guess."

The Man: "At last I've found you out."

The Girl: "Oh, no, but you will the next time you call."—Frivol.

He: "Your little brother saw me kiss you. What can I give him to keep him from telling?"

She: "He generally gets a dollar."

"My heart is with the ocean," cried the poet rapturously.

"You've gone me one beter," said his seasick friend, as he took a firm grip on the rail.

Good Car

"Not a bad looking car you have there, Brown; what's the most you ever got out of it?"

"Six times in one mile."—Bison.

Son's Big Sorrow

"I'm sorry, my boy, but I only punish you because I love you."

"I'm s-sorry, dad, that I'm not b-big enough to return your love!"—Passing Show.

Granted

Wife (in a huff): "Oh, you needn't think you're so wonderful. The night you proposed to me you looked absolutely silly."

Hubby: "A coincidence. The fact is I was absolutely silly."

The Modern Version

"Hey, Jimmie, why wasn't you at school yest'day? Was you sick?"

"Course I was sick."

"Sick abed?"

"Naw! Sick aschool."

Who was that girl that went into the bank and asked for a check-book for a lady that folds up in the middle?—GreenGander.

Lady—"Can you let me have two first-class rooms?"

Hotel Clerk—"Yes, Suite One."

Lady—"Sir!"

Nuts for Two

Phyllis—"I had such a lovely nut sundae."

Frances—"I have one calling to-night."—London Mail.

Ruth Gets Off One

Ruth rode in my new cycle car

On the seat in back of me—

I took a bump at fifty-five

And rode on Ruthlessly.

—St. Augustine Record.

A Rogues' Gallery

An elderly man of ultra-convivial habits, but withal learned and bookish, was haled before the bar of justice in a country town.

"Ye're charged with bein' drunk and disorderly," snapped the magistrate. "Have ye anything to say why sentence should not be pronounced?"

"Man's inhumanity to man makes countless thousands mourn," began the prisoner in a flight of oratory. "I am not so debased as Poe, so profligate as Byron, so ungrateful as Keats, so intemperate as Burns, so timid as Tennyson, so vulgar as Shakespeare, so—

"That'll do, that'll do," interrupted the magistrate. "Ninety days. And, officer, take down that list of names he mentioned and round 'em up. I think they're as bad as he is."—American Legion Weekly.

No Excuse Accepted

When Mark Twain was running his country newspaper he was deluged with all sorts of contribution that would have hurried anyone less than a humorist to an early grave.

One day he received a poetic effect-ion all tied up with pink ribbon and entitled "I Wonder If He'll Miss Me?"

When Mark had recovered his composure sufficiently to mail back the poem, he did so, with this note attached: "If he does, he ought never to be trusted with fire-arms again."

Property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprise. Let not him who is houseless pull down the house of another, but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built.
—Abraham Lincoln.

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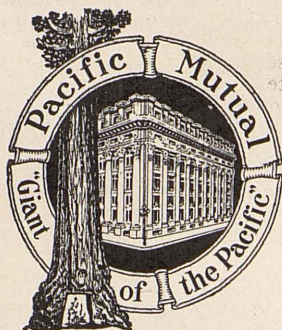
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CONDENSED STATEMENT
THE FARMERS & MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
 At Close of Business
 March 31st, 1924.

ASSETS

Loans and Discounts	\$31,179,936.17	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	3,677,434.06	
Other Bonds, Stocks and Securities	1,208,939.94	
Bank Premises	480,100.31	
Customers' Liability on Letters of Credit	433,073.80	
Customers' Liability on Account of Acceptances	134,522.76	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	140,875.82	
Cash on Hand	\$2,632,344.87	
Due from Federal Reserve Bank of S. F.	3,003,859.36	
Due from Banks	4,975,110.94	10,611,315.17

\$49,441,198.03

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	642,418.24	\$4,142,418.24

Reserved for Taxes	15,648.31	
Reserved for Interest	99,254.71	
Unearned Discount	61,960.32	
Securities Borrowed	1,000,000.00	
Letters of Credit	458,892.80	
Acceptances Based on Imports	134,522.76	
National Bank Notes Outstanding	1,500,000.00	
Rediscunts with Federal Reserve Banks	850,000.00	
DEPOSITS	41,178,500.89	

\$49,441,198.03

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: Louis S. Nordlinger, H. M. Wheeler, C. A. Ducommun.

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

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