



The Pacific Electric MAGAZINE



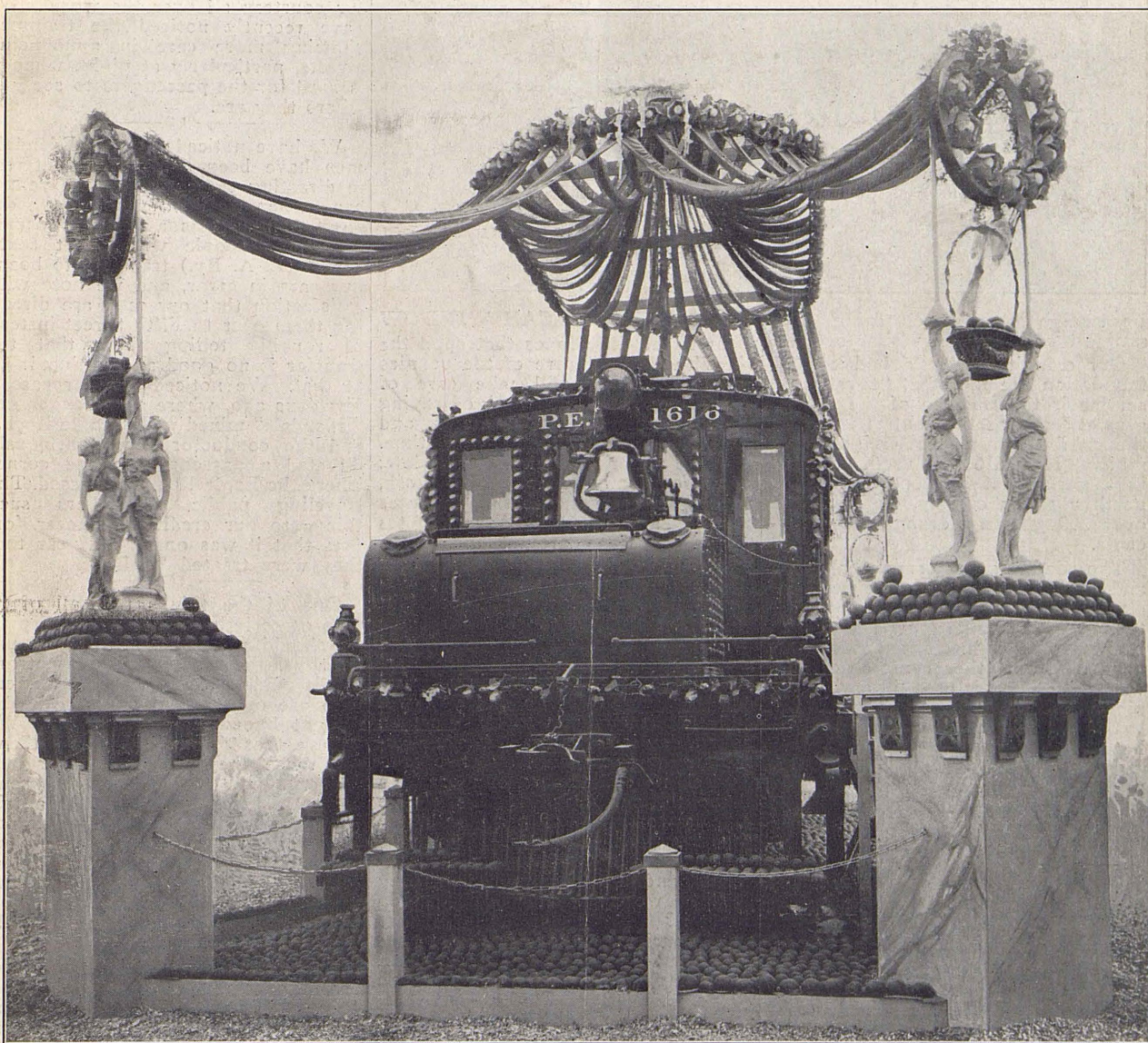
ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. MARCH 10, 1921

No. 10

THE ELEVENTH NATIONAL ORANGE SHOW



For the past eleven years this company has been the ardent champion and supporter of the National Orange Show held annually in the month of February, and while to a considerable extent the interest has been for financial reasons, the assumption does not hold that it is the only reason; in fact, the financial reason has been the lesser one, the prime factor being our desire to assist the community of San Bernardino, and the citrus industry of Southern Cali-

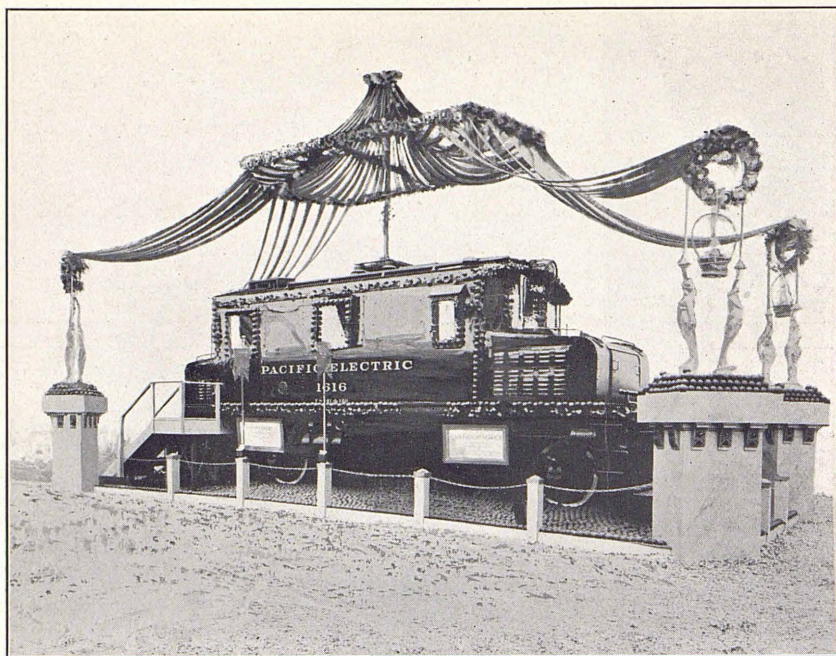
fornia to exploit to the world our mutual accomplishment in reclaiming desert places; making the orange and lemon grow where once only a cactus thrived, and to establish transportation to a market where these fruits were in demand largely because of the promotion given them.

Each year since the establishment of the Orange Show, we have maintained an exhibit of some character in the feature tent as a part of our contribution to the show, and at no time during the show's existence has entry

been made in competition with any other exhibitor, for prize or place. If the show were a success then we have received a sufficient reward for our efforts, and are happy with its promoters that success has crowned their efforts.

Each year the public spirited business men of San Bernardino give several weeks of their valuable time to the staging of the orange pageant, without remuneration of any kind, and to the small group who annually make this sacrifice the city of San

This cover copied



Bernardino owes much more than simple thanks for their labor of love.

Our exhibit this year had as its foundation the fact that "our freight service is the reliance of the orange grower," and as the central figure of the exhibit our newest freight locomotive, No. 1616 was used, enclosed in a garland of glorious fruit, beneath a silken canopy, studded with over 200 glowing orange incandescents.

The roadway was orange ballasted, and the corner pilons were beautiful statuettes, supporting wreaths entwined with orange glow lamps with baskets of the luscious fruits suspended from the centers of the wreaths. The pictures herewith depict the construction of the exhibit, but show only a small portion of its beauty.

That the patrons of the show were interested is evidenced by the fact that 58,325 persons passed through the cab of the locomotive and examined the detail of the exhibit during the show.

The feature was designed by the Traffic Department of our road, and the decorative features installed by Mr. Chas. I. Farber, one of the best designers and decorators of Los Angeles. Splendid co-operation was received from the Mechanical, Engineering, Electrical and Transportation Departments and assured every success.

The total attendance at the 11th National Orange Show was 175,000 as compared to 142,000 in 1920, and during the show the little, single track, Urbana line between 3d and E streets and the show, handled 85,000 fares and did it in dandy shape. The "main line" between Los Angeles and San Bernardino took care of all demands in splendid shape, but as yet computation of traffic has not been made and it is not possible to give the figures, although it is certain to have exceeded last year's business.

THROUGH THE CAR WINDOW

"It is the little foxes that spoil the vines" and "take care of the pennies and the dollars will take care of themselves" are two ways of saying the same thing. Time is money and the Company is buying your time. Suppose a clerk is eight minutes late, takes four minutes to get to work, talks with someone for ten minutes planning a trip, spends three minutes throwing things around the office, takes twelve minutes to go out and smoke (or get a malted milk) discusses the party last night for eight minutes, stands in the hall for three minutes visiting with a friend and wastes twelve more minutes at intervals during the day in idle talk and laughter. Figure it up and you will find that it amounts to an hour; an hour a day is six hours a week, twenty-four hours a month and two hundred eighty-eight hours, or more than a month, per year. If this clerk's time is worth \$100.00 per month, the time has run into money. If you paid your grocer \$1200.00 a year for groceries and he delivered you only \$1100.00 worth, what would you do about it?

Of course the above applies to the carpenter, the machinist, the painter, the electrician, the laborer and to all of us. Mr. Chief Clerk; Mr. Foreman; how go the little things in your domain? How much of the deficit are you responsible for?

Did you ever actually try to sit down and not say a cross word all day long, no matter how overworked you were, or how ugly and unreasonable others were? You would probably blow up within the first hour. Try it and see, and then cut out the sharp words with the telephone operators. They are busier than the majority of us ever dared to be, and yet, too many times a number is snapped at them in a most provoking tone, and a moment's delay calls

forth a snarl. Speaking of getting the wrong number: how many operations do you perform per day? And, what is the per cent of your own errors? You certainly do owe the telephone girls a good word.

PE

We hear more good words about the trainmen showing accommodation to strangers and exhibiting generous interest in the wants of the traveling public. This is a wonderful asset to us and to the trainman individually, as there are so many tourists here that we are advertised for courtesy all over the world. We have recently noticed the trainmen showing more care in announcing streets, particularly at night, when it is hard for the passengers to see just where they are.

PE

We have noticed that the Edendale men have been showing an interest in directing passengers to the yellow cars, when we do not go to the desired point. It is a frequent occurrence for people with West Sixth Street (L. A. Ry.) transfers to board our cars in error, and we note with satisfaction that our men are directing them over to Fifth Street instead of roughly telling them that the transfer is no good and letting it go at that. We noticed another case a few days ago, where a passenger got "Edendale" mixed with "Eagle Rock," and the conductor very courteously directed a passenger to the corner where the Eagle Rock car passed. The traveling public remembers such things to our credit, and never forgets that it was on a "red" car that they were treated "right."

PE

One of the things that all of us who come into contact with the public should remember is that an unusually large per cent of our patronage is made up of tourists; strangers who are out to see things and who do not know their way about. We believe that the more we help them, the more they will remember our welcome and come again and send others. Perhaps we will take a trip some day to a place where we do not know the ropes and we will then realize the value of a friendly interest on the part of the ticket clerk, the passenger director, or the conductor. It's a small world, you know, after all.

PE

I went into a moving picture show, having purchased a ticket at the window. The chewing-gum siren who dispensed the said ticket put the correct change on the ledge, but was too nonchalant to push it toward me. It looked like she was in hopes I would forget it. I ate at a cafeteria, and the beauty who took my money barely got the change onto the counter. You know, yourself, what it looked like because you have had the same experience. I certainly look with refreshment upon our ticket-sellers who put the change out within reach of the patron as if it belonged to the patron and we expected to see him get it. There is a good deal in an impression, or in the taste a transaction leaves in one's mouth.

THE SYMBOL OF HUMANITY'S HOPE



the Sunrise Services held at various points in our Southland, the most notable of which have been at Easter Rock (Mount Lowe) and on Rubidoux Mountain (Riverside).

This year services are scheduled at the two places mentioned with elaborate programs, and similar services are to be held on Mount Olive in Hollywood; at Owensmouth, and a number of other points on our system.

Special traffic arrangements will be made to accommodate those desiring to attend these events over our lines. Trains for Riverside will leave at 2:30 a. m. Sunday, March 27th, and for Mount Lowe in ample time for the services.

EASTER, the day of days to the Christian world, the observance of which commemorates the one great hope of humanity for an immortal existence, falls upon the calendar unusually early this year — Sunday, March 27th.

Within late years, the observance of this religious event has taken on a most beautiful form in

PUNCHING OF TICKETS OR TRANSFERS

By J. A. Birmingham,
Traveling Passenger Agent.

A ticket or transfer properly punched when presented at the right time and proper transfer point is equivalent to cash, just as a ticket purchased from a ticket agent, or at a box office of a theater, it represents money paid for a certain privilege and is essentially a record of an agreement for a certain privilege entered into between the railway company and the passenger.

To deface or mutilate such ticket or transfer either by improper punch marks or carelessness in detaching same from pad, so that it will not pass for the purpose for which it is intended, is to some extent mutilating a coin or currency so that it will not be accepted at its face value.

A conductor who makes a purchase at a cigar store where coupons are given entitling him to credit on future purchases, wants to know the value of these coupons to him and whether or not they are worth saving also if they will be taken at their face value when presented. He also wants to know if a transfer or credit slip allowing him to exchange goods purchased at a department store, will be accepted at its face value.

He should also want to know and be certain that the transfer or ticket issued by him to a passenger will be accepted for face value in transportation by the conductor to whom it is presented, and the only way by which

he can do his part conscientiously is to see that ticket or transfer is properly punched as to time, date, direction or destination, also that passenger is provided with proper and necessary portion or portions of ticket to complete journey between points for which fare has been collected.

When a conductor punches a ticket or transfer so it cannot, according to the rules, be accepted by the conductor to whom it is presented, he has deprived a passenger of a portion of a ride for which he has paid and is legally entitled to, or in other words is placing the passenger in the same position as he would be in if some conductor insisted on passenger leaving the car or train upon arrival at a midway street or station when fare had been paid to end of the line upon which passenger is traveling.

If each conductor would take into consideration that when he issues a ticket or transfer improperly punched, that some other conductor is going to have trouble when this ticket or transfer is presented for transportation, as also will be himself have trouble when some other conductor fails to punch ticket or transfer properly and same is presented for transportation on his car.

Turn about is fair play and if you expect to avoid trouble, you should endeavor to keep the other fellow out of trouble by seeing that tickets or transfers issued by you are properly punched.

If you should mispunch a ticket or transfer, do not give it to passen-

ger in that condition or try to cover up by repunching same. Cancel ticket or transfer improperly punched, and issue to passenger one that is properly punched, and which you know will be accepted at its face value when presented for transportation within the time limit shown thereon.

PE

COMMENDATORY

Thanks are extended on behalf of employees mentioned below for the kindly commendation expressed in the letters following:

"I am writing this letter of commendation feeling that it may be of service to you in bettering the service to the general public by the Pacific Electric Trainmen.

"Motorman 2277 (O. C. Rogers) on a Laurel Canyon car: first by the efficient and effective way in which he handled his car; called the streets and his courtesy to passengers was highly commendable.

"Conductor 2118 (W. E. Williamson) made a return of change for a two dollar bill that the passenger had mistaken for a one. He is also to be commended on the courteous way in which he addresses the passengers.

"You are free to use this letter in any way that you may wish.

Very truly,
MILLET SMITH."

"I want to take this first opportunity to express to you my appreciation for the very kind and considerate treatment which the Eighth Grade Class of the Hollywood School for Girls and some of the faculty received from some of your employees on a trip to Mt. Lowe last Monday. I had scarcely thought it possible to receive such attention, such patience and such kindness from a public Utilities Corporation, but the Conductor and Motorman, (I wish I knew their names), who had charge of our party going up Mt. Lowe and returning deserve a great deal of credit and I wish to congratulate you on having in your employ such unusual types of men.

"Because of so much pleasure and because the accommodations were so good we are planning another trip in the near future, our High School Department goes this time.

"Thanking you again for your kindness in arranging this trip for us which went off without a hitch, I am

Yours sincerely,
LOUISE KNAPPEN WOOLLETT,
Principal."

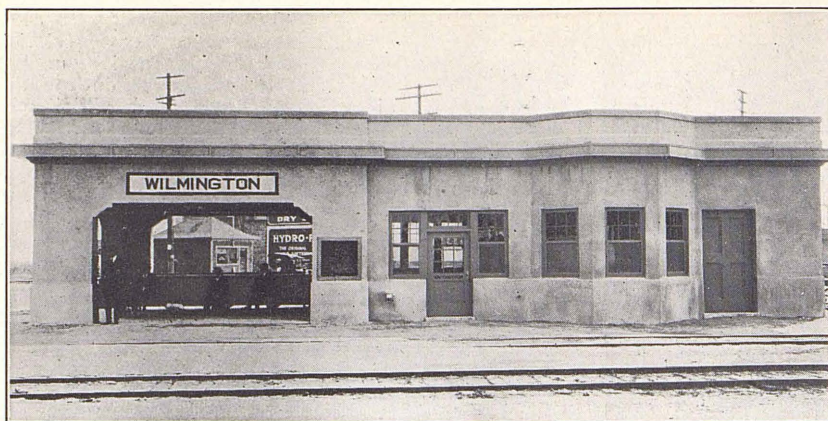
PE

Overworked

"Talking about 'dry' towns, have you ever been in Leavenworth, Kansas?" asked the commercial traveler in the smoking-car. "No?" Well, that's a 'dry' town for you, all right."

"They can't sell liquor at all there?" asked one of the men.

"Only if you have been bitten by a snake," said the traveler. "They have only one snake in the town, and when I got to it the other day, after standing in line for nearly half the day, it was too tired to bite."—Evening Wisconsin.



The accompanying picture shows the new Passenger Station recently completed at Canal St., Wilmington, for the P. E. Ry. Co.

The station is modern in every respect, being constructed for both appearance and durability. The foundation and outside walls for a height of three feet above floor level are constructed of concrete. The remainder of the exterior is stucco finish. The station has cement floors throughout.

Station consists of open waiting room, 23x24 feet, enclosed waiting room, Agent's Office, Express Room and Public Comfort Station for both men and women.

REDONDO BEACH NOTES

Redondo Beach High School water polo team is rounding into tip top form now. Instructor Ted Combs is training fourteen swimmers and he hopes to have a team second to none.

The plunge has been well patronized during the past week owing to the hot days and we have been having quite a number of Eastern tourists sporting in the hot salt water. We have heard many favorable comments on our fine bath house.

On Thursday, February 24th, at the Los Angeles Athletic Club, the following Redondo Beach swimmers were placed: Miss Thelma Darby won the 500-yard Southern California championship race for women by sixty yards. Paul Nelson won the 100-yard breast stroke event, defeating his old rival, Ike Messenger, title holder. Goldie Field came in second in the 100-yard handicap for men on the first heat.

There were two big events during the month in the Dance Pavilion—Valentine's Dance on the 15th of February and a Carnival Masque Ball on Washington's Birthday. Both dances drew a big crowd and were most successful.

No. 2 Wharf—which was the rendezvous of the lovers of piscatorial sport—has been demolished, and the beach between the concrete pier and No. 3 Wharf looks much better without the unsightly old wharf jutting out into the ocean. No. 3 and the concrete pier—which has been completely repaired—are the two best fishing wharves on the coast.

Easter festival at Redondo Beach will be different this year. In former years it had been customary to engage a large chorus, but this year it has been decided to have an augmented band put on a musical program both afternoon and evening, and in addition arrangements are being made to have a well known sextette, quartette and soloists appear with the band in appropriate music. These concerts will be held on Easter Sunday, March 27th.

MT. LOWE NEWS

Manager Vickrey reports business for February has broken all previous records. Several hundred more passengers have been carried on the Incline than in the corresponding month last year.

Mr. H. L. Tabb, of the Standard Oil Co., who is a frequent visitor at Alpine, is now spending two weeks here on a vacation.

Work on the trail at the head of Eaton Canyon connecting Alpine and Mt. Wilson is being rushed under the direction of chief ranger Mendenhall. The work is being financed jointly by the Pacific Electric Ry. Co., Mt. Wilson and the Government. When completed this will be a wonderful trail for those enjoying hiking.

The work in altering the store room of Ye Alpine Shoppe has been completed and Paul Hirsch, the genial store salesman, finds it much more convenient in handling his supplies.

The Sunrise Services will be held as usual this year on Easter Sunday, March 27th, at Easter Rock on a

spur of Mt. Lowe. Already arrangements are being made for a chorus of selected voices from the Los Angeles Oratorio Society to take part in the choral part of the service. Dr. Herbert Booth Smith will deliver the address, and Judge N. P. Conrey and Mrs. Martha S. Holton will give selected readings. A fanfare of trumpets will announce the commencement of the processional from Alpine to the Rock, where, just as the Sun appears above the Eastern hill tops the service begins. These services are always very impressive and are growing more popular year by year.

One of the busiest men on the mountain is our genial Photographer and Assistant Astronomer, Mr. C. S. Lawrence, who, between shooting the endless procession of new faces and entertaining the many visitors to the Observatory, coupled with the cares of a sick wife, finds his hours of repose relegated to the wee small hours.

URBITA SPRINGS PARK

Urbita Springs Park was the center of attraction in the orange belt during the month of February when the National Orange Show held its big annual event. The large marquees erected in the ball park were used for the display of fruits, feature exhibits, industrial and agricultural devices, etc. The main part of the park was devoted to midway, where all kind of amusement features were provided. The attendance was far ahead of any previous years, 175,000 people having passed through the gates during the ten days.

The Pacific Electric Ry. Co. ran a special excursion for its employees to the Show on Sunday, February 27th, which was well patronized. The Pacific Electric Band accompanied the party and played two concerts at the Show. Miss May Barlow appeared in solo singing and was well received.

"A MAN'S A MAN FOR A' THAT"

Do you think of your Italian acquaintance as a "Dago?" Marconi is of the same race. Do you refer to your Polish neighbor as a "Polak?" Paderewski is a Pole. Are your Scandinavian fellow-workers "square-heads" in your mind? The inventor of dynamite and the armored battleship were men of that stock. And this argument applies to every race that has found a home in America. It is wrong thinking to use slurring names, even in your mind, about the men of another race. Think straight, and judge a man by his character, not by his birthplace.—Partners.

No Cart Along

The girl walked briskly into the store and dropped her bag on the counter. "Give me a chicken," she said.

"Do you want a pullet?" the storekeeper asked.

"No," the girl replied. "I wanta carry it."—Brown Bull.



The Mount Lowe Burro, with its "driver" and "tail twister," Jack Wilson and George Lankin, the invincible pair who as Ticket Grabbers and hay-tossers are hard to beat. Note the new cabs of which addition to the "Burro" the boys are exceedingly proud.—Photo by C. S. Lawrence.

ROD & GUN CLUB MEETING

Meeting called to order at the Club at 8:10 p. m., Feb. 9th, 40 members being present together with the following officers: Mort Stuart, L. F. Volkhart, L. R. Spafford and J. M. Geopfert.

Minutes of previous meeting read and approved.

Eighteen names were presented and accepted for membership.

Secretary reported a total membership of 236, and the Treasurer reported as follows: Shells on hand, value \$19.65; Liberty Bond \$50.00 and money in the bank, \$235.11, total \$304.76.

Motion made and carried that a revolver shoot be held on the indoor range at Tufts-Lyons Arms Company's new Store, 6th & Olive Streets, after our business meeting, March 9th.

Motion made and carried that we hold our regular meeting for the month of March in the Committee Room of the Tufts-Lyons Arms Co., and Secretary was instructed to include this in his notice of that meeting.

Motion made and carried that we adopt the same rule in regard to weighing fish as the Southern California Rod and Reel Club. That fish may be weighed on any scales that bears the seal of the State Sealer of weights and measures, and have the proprietor, or manager of the store or market sign the registration card.

President Stuart allowed a ten minute recess for the selection of the officers for the ensuing year.

The following officers were elected to serve for the year 1921: L. R. Spafford, president, to succeed Mort Stuart; J. M. Geopfert, first vice-pres-

ident, to succeed B. Geissinger; K. L. Oefinger, second vice-president, to succeed H. L. Wiggam; L. F. Volkhart was re-elected secretary; J. E. Wooderson, treasurer, to succeed L. R. Spafford, and F. G. Volkhart, B. F. Manley and W. M. Brooks were elected to serve on the Executive Committee. President-elect Spafford appointed B. F. Manley as field captain of the Gun section, and E. H. Pierce as field captain of the Rod section.

After a general discussion the meeting adjourned at 9:10 p. m. and all members left for the Indoor Rifle range at the B. H. Dyas store, where a competitive rifle shoot was held. Following are the scores made by those present: Out of a possible 50—C. C. Worley won the first prize with a score of 46, followed by J. E. Wooderson, 45; K. L. Oefinger, 43; D. L. More, 42; J. W. May, 40; Ray Harper, 39; H. Smith, 38; W. S. Allen, 37; Robert Boyd, 36; J. F. Boyd, 36; H. L. Wiggam, 36; C. Howard, 36; A. R. Taylor, 36; B. F. Manley, 36; Dan Terry, 35; M. Gray, 35; J. C. Winterberg, 34; A. D. Foyle, 34; H. L. Solomon, 33; H. Preston, 32; J. M. Geopfert, 31; L. F. Volkhart, 31; M. Schuring, 30; B. L. Livingston, 30; A. J. Fitzgerald, 30; J. McLeod, 29; Mort Stuart, 28; L. R. Spafford, 28; F. W. Nicholas, 28; Earl Moyer, 26; and F. G. Volkhart, 26.

F. G. Volkhart and Earle Moyer will have to shoot off the tie for the Booby Prize, at the indoor revolver shoot to be held at the next meeting.

L. F. VOLKHART,
Secretary.

PE

Breathless Butler: "The chauffeur's running 'way with your wife, sir."

Hen-pecked Husband (yawning): "What's he running for?"

MECHANICAL DEPT. MEETING

Chairman not being in the chair, meeting called to order by the Secretary. Resignation of K. Oefinger, as Chairman, read, and E. A. Stevens asked to take the chair for the purpose of acting on the resignation and conduct the election of a new Chairman.

Gale Bonney nominated.

M. Tyler nominated.

Louis Mersketter nominated.

Wm. Booth nominated.

Al Nolan nominated.

Motion made and seconded nominations be closed. So ordered.

Al Nolan and Wm. Spalding appointed tellers. Vote to be by rising vote.

Bonney 92, L. Mersketter 3, Booth 14. Bonney made unanimous.

Bonney declared elected and called to chair.

Minutes of previous meeting read and approved.

Water between tracks running between blacksmith and machine shops at San Pedro, called before meeting. Referred to Mr. Green.

Mrs. Rodgers of Winding Room, Torrance, called attention to matter of ventilation of their department, to bad effect on work and physical well-being of the workers there. This matter was again taken up later in the evening, and Mr. Small stated matter would be referred to Mr. Haughton for prompt investigation and report. Mr. Titcomb stated that anything pertaining to the health and safety of employes would be cared for regardless of expense.

Mr. Titcomb called on for remarks. Responded by making analysis of work performed during years 1914, 1917 and 1920, and showed the vital need of economy, asked opinions of members as to 8 hour day or 9 hour day straight time. Made alternative proposition that men could have choice of 8½ hours with time and half on half-hour overtime, or 9 hours straight time. After some discussion 8½-hours with time and half on half hour accepted. Same to be effective 2/16/21.

The apparent need of a drill press and emery wheel at Macy car house taken up. Mr. Green stated there was no place to install same. Mr. Titcomb stated that if saving could be shown to warrant the investment, drill press would be installed.

Curtains on new cars and method of saving on same called up to be described to Mr. Small on next trip to Pasadena.

Motion made and seconded that there be no smoking during meeting when ladies are present. So ordered.

Lack of blue prints at Macy St. taken up. Mr. Stevens stated that all car houses were supplied with complete sets of blue prints, and as new equipment was purchased blue prints were made and sent out.

Mr. Stevens stated that buzzer and bell circuits were on a separate blue print and that if division foremen would make their wants known to their general foremen, who would in turn notify him, he would give pre-

ferred attention to such requests and send the wanted blue prints without delay.

Motion made and seconded that we thank Mr. Titcomb for his frankness and good will in meeting with us and giving us our choice of working hours. So ordered with applause.

Mr. Titcomb described the inability of the Company to retire non-paying lines and the reason.

Motion made and seconded that meeting hours be made from 8 to 9:30 o'clock. So ordered. Motion to adjourn, seconded and carried. Whereupon we adjourned and had coffee and doughnuts served.

WM. BROOKS,
Secretary.

PE
**ELECTRICAL DEPARTMENT
MEETING**

JANUARY

The regular monthly meeting of the Electrical Department employees was held Monday evening, January 17, 1921; thirty-nine members being present when meeting was called to order by Chairman Ewers, at 8:15 p. m.

Mr. Bishop and Mr. Grace visited the meeting and both spoke on the "No Accident Week" campaign; and, judging from the Electrical Department's record during the "No Accident Week," the Electrical Department made good on their pledge to co-operate, as no accidents occurred in the Electrical Department during the week.

A resolution was introduced and unanimously passed protesting against the proposed increase in the taxes of the electric and steam railroads of the State by the Legislature, as being inimical to the welfare of the railroad employees and unjust; and a copy of the resolution was forwarded to the Governor, Senate, and the Assembly.

Election of officers for the ensuing three-month period was held; the following being elected:

Chairman.....T. H. Ewers
Vice-ChairmanW. Kilpatrick
Secretary.....L. H. Appel

The next regular meeting will be held Monday evening, February 21.

FEBRUARY

The regular monthly meeting of the Electrical Department was held Monday evening, February 21, 87 members being present when the meeting was called to order by Chairman Ewers at 8:15 p. m.

A number of important matters were brogght up and discussed at the emeting, which were of extreme interest to all employes of the Department.

The next regluar meeting will be held March 21, and all members of the Department who can possibly do so, are requested to be present.

PE

It is with regret that we record the deaths of two Electrical Department employes during the month of February, John H. Maxwell, Construction Lineman, who died at the Crocker Street Hospital on February 25, as the reslut of injuries due to an accident; and Samuel P. Maxwell, Substation Operator, who died February 6, after a short severe illness.

Don't, Mr. Conductor

DON'T fail to read carefully First Revised Pages 2 and 3, Local Passenger Tariff Number 802, in which you will find rules and regulations governing tariff, also special instructions relative to application of fares and tickets to and from various points named therein.

DON'T fail to study carefully paragraph under heading "From and To Stations not shown," Page 2, Local Passenger Tariff Number 802.

DON'T overlook First Revised Page 4, in which you will find instructions governing fares for children and other matters of importance.

DON'T forget that Second Revised Page 5 explains fares within cities and defined limits for honoring of 40-ride school commutation tickets.

DON'T fail to notice that Western Division tariff pages number from 6 to 16 inclusive. Southern Division tariff pages from 17 to 26 inclusive and Northern Division tariff pages from 27 to 37 inclusive.

DON'T fail to study carefully all revised tariff pages effecting lines upon which you are operating or to which you are authorized to sell tickets, and familiarize yourself with such changes as may be shown therein.

DON'T issue local transfers, Form L. A. T.-1, on fares or tickets collected from points outside the defined 6: fare limits of Los Angeles as described in Second Revised Page 5 and do not honor such local transfers beyond these limits.

DON'T fail to study carefully, Bulletin P. D. No. 459-E, "General Instructions to Passenger Conductors," in which, among other matters of importance the following is explained thoroughly:

Commutation Tickets: Honoring of same, forms, etc. Section 2.

Cash Coupons: Honoring of same, forms, etc. Section 4.

Card Receipt Form P-34: Issuing of same, etc. Section 8.

Punching Triplex or Duplex Tickets: Section 11.

Cash Fare Receipts, form P. C. R.: When issued, etc. Section 15.

Honoring Government Requests for Transportation: Section 16.

Honoring of Tickets issued by other Railroads: Section 17.

Honoring of Steamship Tickets: Section 18.

Issuing Identification Checks: Section 20.

DON'T fail to read carefully Bulletin P. D. No. 1165-G, instructions to passenger conductors covering collection of U. S. Government transportation tax.

DON'T forget that Bulletin P. D. No. 440-D, and Circular P. D. No. 353-B also Supplement No. 1 to Circular P. D. No. 353-B are still in effect and should be contained in your tariff file.

WANT ADS

Wanted—Respectable sales girls; no flirts need apply; we will teach you.

For Sale: Second-hand bicycle by a lady with bent handlebars.

For Rent—A house of 8 rooms and two baths on the trolley tracks.

Room Wanted—By gentleman looking both ways and well ventilated.

For Sale—A bulldog; will eat anything; very fond of children.

Lost—Valuable walking stick by a gentleman with an ivory head.

**TROLLEYGRAMS — WESTERN
DIVISION**

By E. C. BROWN

(These notes were unavoidably left over from February issue of the Magazine.—Editor)

Why not make it "No Accident Month?"

Boys, be sure to attend our next "get-together" meeting, P. E. Club, Tuesday, 8 p. m., February 15. Conductor Berger and Motorman Delmar, those "live wires" of Ocean Park, promise some sort of "hot stuff." Yea, bo!

Conductor Glen Mulvaney of Van Nuys fame was strutting around passing out cigars just because the Stork left a fine nine pound boy at his house on New Year's Day. Mother and babe doing fine. Happy New Year.

Well, fellows, spruce up a bit, as Motorman L. E. Titus of Sherman is around taking pictures with his new camera. Shoot!

Harry Demmel, the "dancing motorman" of Hill street station, can be seen stopping every Thursday night at the P. E. Club dances. Go to it, Harry.

The trainmen of the Western Division thank very kindly Manager Stuart and Assistant Manager Worley of the P. E. Club for their ever readiness and willingness in showing the P. E. employes and families a pleasant time at the Club. Good luck to you both.

Motorman C. M. Kirk has returned to L. A. yards and Edendale after a short time spent at Hill street. Come back again, C. M.

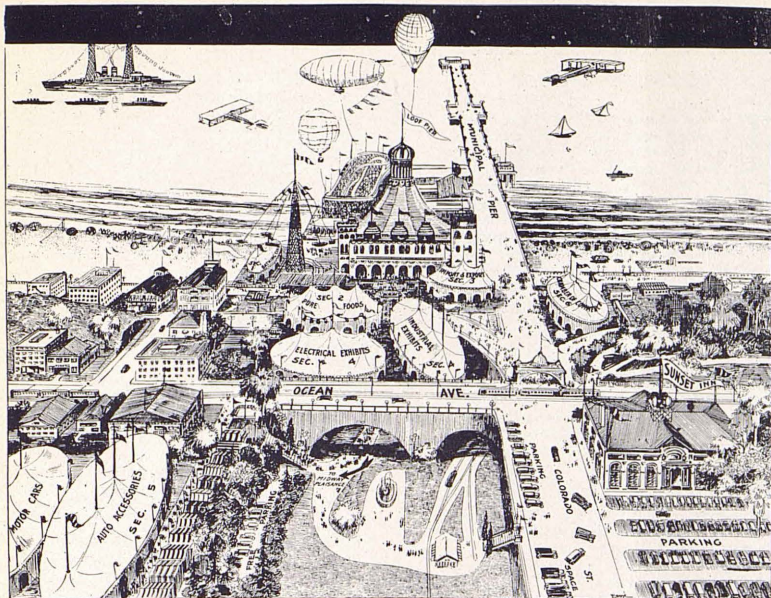
Glad to see Motorman E. L. Converse back on the job after his long severe illness. The boys regret very much to learn our assistant superintendent, Mr. Steve Wilson, is sick and all hope for his speedy recovery.

After several months spent as switchman at Sherman car house, Motorman Jim Parker has gone back on the road. The boys miss you, Jim.

Conductor A. E. Einert of Sherman, who boxed a two round bout at the Club lately, challenges any employe on the system for a four round boxing match to decide the championship of the P. E. Send replies to conductor E. C. Brown, Hill Street Station. Who's next?

The gates at Hill Street Station to Hollywood under the skillful supervision of Gateman Al Lutes, are proving a huge success.

Motorman S. Materson of Sherman is very comfortably located in his new home just purchased on Palm avenue. Will be out to see you, Mat.



Santa Monica will give its first Exposition and Carnival beginning March 19th and closing April 3—two weeks of big doings; and the above picture is what it is supposed to look like when it opens. If the picture is true, it will be some show. Either Venice Short Line or Venice via Hollywood trains will pass through the grounds.

ATTENTION—P. E. EMPLOYEES

Are you interested in the Pacific Electric Co. National Guard of California entirely made up of Pacific Electric employees? We need 40 more men to put us up to the standard required by the government.

We want office men and clerks who can attend drill every Tuesday night.

Benefits derived by belonging to the Guard:

1. All equipment, including clothing, shoes, hats, rifles, etc., furnished free.
2. You are paid regular soldiers rate for drill each night provided 60% of the men attend drill.
3. Two weeks encampment at Presidio; full pay, clothes and board.
4. Commencing in April, one day per month (Sunday only) will be spent on rifle range at Glendale. Transportation and meals furnished.
5. Government give us a fund of \$150 per month, \$50 of which goes for armory rent. The rest is spent on enlisted men for entertainment and mess fund.
6. A commissary at the armory where you can buy your groceries at cost, saving you several dollars per month.
7. Monthly boxing bouts, 6 bouts per night; monthly regimental ball at armory, with music by the regimental band.
8. Each company has a ladies' auxiliary, and you may bring your wife to watch you drill and feed you afterward. (Adopted from the Mexican Army.)

Think it over, each and every one of you. Join and help us out. We need your assistance and it will make you a better man for the Pacific Elec-

tric Ry Co. as well as for your own individual good.

Our Vice-President, Mr. Titcomb is very anxious to make this company a success and is backing us up to the limit.

Be sure and come to our dance at the Pacific Electric Club on March 24th.

CAPT. CARL H. BELT,
Commanding.

PE

SOUTHERN DIVISION TROLLEYGRAMS

By F. J. Oriva

Conductor A. L. Matthews was at the Rabbit Drive of the P. E. Rod and Gun Club and shot a large Bob-Cat weighing 30 pounds which will be mounted and placed on exhibition at P. E. Club.

Conductor H. Packer is recovering very nicely from injuries he received in falling off Line Car and dislocated his shoulder.

The boys of the Southern Division are thankful to P. E. Railway for double cross-over in surface yard at 6th and Main, as it saves a lot of time.

Motorman K. J. Bordelon was on his vacation. He went to Houston, Texas, and was married there to Miss MacAllison, but we have not seen any cigars, yet.

Don't forget the Southern Division Meeting of the Transportation Department. Last time we had about 80 trainmen present, and hope for many more next time. The other divisions are trying their best to beat us on attendance, no-accident and

coasting records. Let's show 'em it can't be done. Next meeting Tuesday, March 15th, at the Club.

The Southern Division carried off the banner on No-Accident Week, and we are going to hold it on future performance. Let's now get in the lead and stick there on Club membership, Mortuary Fund membership, as well as attendance, at our regular monthly meetings. Don't be a quitter.

PE

STORE DEPARTMENT NOTES

Mr. Charles Jessup, Stationery Storekeeper for the past year, has resigned to take a position with Duncan-Vail Company as outside salesman.

Mr. Charles Wakefield, formerly Section Storekeeper at Torrance, succeeds Mr. Jessup in the Stationery Department. Mr. Wakefield is well qualified to handle the position, having had several years experience in the Stationery Department of Marshall Field Company of Chicago.

Mr. Frank Carr, the Store Department Lumber Inspector, is boasting a new addition to his family. No, it isn't that long talked of flivver. It's a brand new, honest to goodness eight pound boy. Frank Carr, Junior, if you please.

A new lifting magnet has recently been installed on the Store Department cranes, permitting loading of scrap metals and unloading of brake shoes, etc., with the cranes in place of manually as heretofore.

Monthly supply car service has now been inaugurated on the San Bernardino line, making deliveries of material to sub-stations, sections, stations and all points between Los Angeles and San Bernardino, and picking up material to be returned to the Stores.

Beginning with March deliveries we will carry the regular tool car for deliveries to section tool houses.

PE

MECHANICAL NOTES

C. N. Steele of Redondo Freight Repair Shop is again at work after a short illness.

Mr. Geo. Chambers has been promoted to foreman of the trimmers.

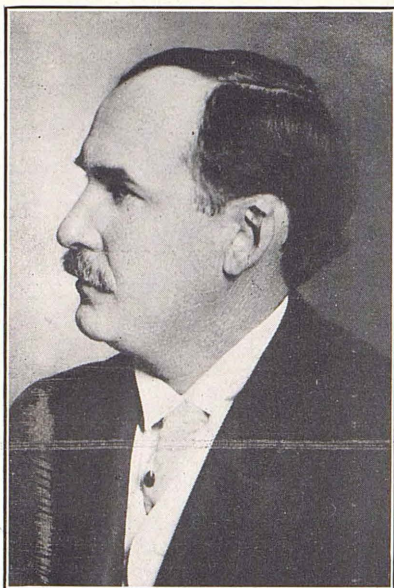
Mr. Geo. Wheaton, foreman plater, has been sick about a week now with tonsillitis.

Mr. Chas. Johnson, Asst. Foreman of the Cabinet Shop, has been on the sick list for about a week.

Lockers for the Carpenter Shop have arrived at the Shops.

Billy Kienz is still married.

Many homes for Mechanical employees built on the Company's plan are nearing completion and will soon be occupied.



Harry Sherman Robinson

CONCERT ARTIST

THE Pasadena Evening Post comes out with an article in which it states that "an hour of music was enjoyed by the staff, patients and visitors at La Vina Sanatorium on Sunday afternoon, when a prominent musician of Los Angeles gave an unusually rare and beautiful program in the assembly hall. Harry S. Robinson sang a group of tenor solos. This is the third time that Mr. Robinson has sung at La Vina and they are anxiously awaiting his promise to return." He has been connected with the Time Keeper's Office of the Transportation Department for almost three years and his singing on different occasions has been a great pleasure to all connected with the Pacific Electric. He is Tenor Soloist for the First Methodist Episcopal Church of Los Angeles and has done much concert work since coming to California.

ever had been, and that it had plenty of money in the treasury to go ahead with improvements and new features for the members. Stated that there had been numbers of requests for other features, and that he was taking the same under advisement. Spoke about numbers of requests for bowling alleys, and stated that room for them could probably be found. But, after some discussion, it was decided that the installation would be impossible.

Mr. Stuart reported that the regular weekly movie shows and dances were well attended, and mentioned about introducing the "lucky spot" as an additional feature.

Stated that the Club was making a thorough check of its membership rolls, and that about the beginning of next month, the rule compelling members to call pass numbers would be enforced. In this way men who have left the service, but who still keep utilizing Club privileges, will be quickly ascertained and their pass cards taken up.

Mr. Bishop spoke about the successful Annual Ball at Redondo, and also discussed the matter of the bowling alleys.

Unfinished Business

Regarding restaurant facilities at the Club, Mr. Stuart stated that he had learned that Mr. Shoulder had renewed his lease at 6th and Los Angeles Sts., and that he would continue in business there, so that we could not look to him to conduct the restaurant at the present time.

New Business

Several of the Committee spoke about the purchase of a billiard table, believing that same would be a popular feature, and after some discussion, it was regularly moved and seconded that Manager Stuart be authorized to buy for the Club a 5x10 foot billiard and equipment. The motion was unanimously carried.

Mr. Stuart spoke about the P. E. Rod & Gun Club; of the interest being shown in it and of its fine growth in membership.

Also stated that many improvements and features were being added to the Club, such as new curtains throughout the Club house, especially selected magazines for the ladies room, new phonograph records.

Also stated that a match between Mr. Covell and the winner of the pool tournament would be arranged, and notice given when match will be played.

Mr. Bishop spoke at length about the "No Accident Week." Stated that it had been highly successful, not only in its immediate results, but also in the education in safety it brought about. Believed that the good derived therefrom would be permanent. Stated that different civic and other organizations had written to the Company, pledging their help and commending the step. The Auto Club got out circulars relative to the move and sent them to all its members.

Mr. Stuart spoke about the baseball team, and stated that only through the employment of professional ball-players could he hope to

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

Club Committee Meetings

FEBRUARY, 1921

The regular monthly meeting of the Executive Committee, Pacific Electric Club, was held in the Committee Room of the Club on Wednesday, February 2nd, 1921. The meeting was called to order at 2:15 p. m.

Roll call showed the following absentees: Geo. H. Payne, E. W. Colpitts, H. L. Young, A. F. Wilkins, L. L. Pierce, W. H. Gilbert, John Whitley, G. B. Barclay, F. L. Annable, F. L. Small, S. H. Anderson, E. C. Johnson.

Minutes of the previous meeting were read and approved as read.

The Manager's report was as follows:

P. E. Club Fund

Balance on hand, Dec. 31, 1920\$ 552.34
Receipts 935.20

Total\$1487.54
Paid out in bills and expenses 341.45

Balance on hand, Jan. 31, 1921\$1146.09

Employees Relief Fund

Balance on hand, Dec. 31, 1920\$ 323.07
Receipts 133.75

Total\$ 456.82
Paid out in relief 87.00

Balance on hand, Jan. 31, 1921\$ 369.82

Mortuary Fund

Payments as follows:
Dr. G. L. Hutchinson, Medical Dept.—beneficiary, Mrs. Lil-

lian Hutchinson\$ 504.00
Sam Humer, Motorman, Southern Division—to his wife\$ 504.00

Mr. Stuart reported on the Annual Ball held at Redondo on Wednesday, January 26th. Stated that while it rained and the weather was far from favorable, close to 700 or more persons attended, and apparently everyone had a fine time. A novelty exhibition dance was well received. He thanked the Committee for its hearty co-operation, and stated that their help was a great assistance in making the affair a success. That while Mr. Titcomb could not attend, being out of town at the time, quite a number of the general officers were present.

Mr. Stuart reported that the Auditing Committee could not make a complete report at this time, but that he believed such a report would be made at the next meeting.

Manager Stuart reported that the Pool Tournament was going along satisfactory and that the winner will soon be announced.

Mr. Stuart stated that the Vaudeville Show was the next big event, and that it would be given about the latter part of March in the Auditorium. That all participants were greatly interested in it and were working hard to put on a show that will surely be worth while and most enjoyable.

Manager reported that he had called on several sick members, and all were getting better and were in good financial condition.

Stated that financially the Club was in fine shape, in fact, better than it

obtain a team to properly represent the Club and Company. That we have the grounds, but need some means of having it fenced, so that there will be a way to derive some revenue to pay these professional players.

Mr. Bishop spoke about the various accident policies, particularly those issued by the Pacific Mutual and other organizations and companies, and explained the particular advantages and dependability of the Pacific Mutual policy for the men of this Company.

There being no further business, the meeting was adjourned at 4:00 p. m.

MARCH, 1921

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held in the Committee Room of the Club on Wednesday, March 2nd. Meeting was called to order at 2:15 p. m.

Roll call showed the following members of the Committee absent: Geo. H. Payne, E. W. Colpitts, H. L. Young, T. C. Holyoke, J. H. Brigham, G. B. Barclay, E. A. Stevens, E. C. Johnson.

The minutes of the previous meeting were read and approved.

The Manager's report was as follows:

P. E. Club Fund

Balance on hand, Jan. 31, 1921\$1146.09
Receipts 990.25
Total\$2136.34
Paid out in bills and expenses 851.16

Balance on hand, February 28th, 1921\$1285.18

Employees Relief Fund

Balance on hand, Jan. 31, 1921\$ 369.82
Receipts 19.00
Total\$ 388.82
Paid out in relief 125.00

Balance on hand, Feb. 28th, 1921\$ 263.82

Mortuary Fund

Samuel Paul Maxwell, Line-
man, Elec. Dept.—benefici-
ary, Mrs. Ada Pearl Max-
well\$ 583.00
Thomas J. Hail, Cond. West-
ern Div.—beneficiary, Mrs.
Mary B. Hail 583.00
Charles Lackman, Conductor
Southern Div.—beneficiary,
Mrs. Martha Lackman 583.00
Mrs. Viola Jones, car cleaner,
Mech. Dept., 6th and Main,
beneficiaries, sons, Wilbur
and Stanley 583.00
Stated, in connection with the re-
port, that this was the highest mark
ever reached by the Mortuary Fund.
Mr. Stuart read report of the Aud-
iting Committee, which was as fol-
lows:

Mar. 2, 1921.

To the Governing Board,
Pacific Electric Club,
Los Angeles, California.
After a detailed check of the ac-
counts of the Pacific Electric Club

PACIFIC ELECTRIC RAILWAY COMPANY Operating Revenues and Expenses, Taxes and Income Accounts January 1921

Passenger Revenues		\$1,013,192.43
Freight and Switching Revenue.....		376,744.37
Other Revenue		61,210.15
Total Railway Operating Income.....		\$1,451,146.95
Total Railway Operating Expenses:		
Wages	\$707,578.47	
Other Charges	346,535.31	
Transportation for Investment—Credit.....	\$6,679.88	1,047,433.90
Revenue Less Operating Expenses.....		\$ 403,713.05
Depreciation	\$ 22,850.36	
Taxes Assignable to Railway Operation.....	56,402.93	
Total Depreciation and Taxes.....		79,253.29
Revenue Less Operating Expenses, Dep. and Taxes...		\$ 324,459.76
Non-Operating Revenue		12,854.95
Net Revenue		\$ 337,314.71
Interest on Bonds and Other Debt.....	\$311,928.38	
Rents and Miscellaneous Income Deductions.....	48,582.03	
Total Deductions		360,510.41
Net Loss		\$23,195.70

H. A. CULLODEN, Auditor.

Los Angeles, California,
February 24th, 1921.

from January, 1917, to December 31, 1920, we have the following to re-
port:

Total receipts for above
period on account of dues,
etc.\$24,534.49
Total disbursements for
above period for salaries
and miscellaneous 23,982.15

Balance on hand Decem-
ber 31, 1920\$ 552.34

Accounts as kept by the Manager
reflect care in every particular with
very few exceptions. It is recom-
mended that in the future all dates be
shown on the books so as to save
time in locating various items.

All receipts for disbursements were
found to be in order and suggestion
is made that in the future all receipts
for funds disbursed be taken on pre-
scribed form.

It is recommended that hereafter
the Club accounts be audited at the
close of each calendar year instead
of allowing them to run for four years
as was done in this instance.

Relief Fund receipts and disburse-
ments were checked and found to be
in order.

Total receipts from March,
1917, to December 31, 1920.\$5,140.06
Total disbursements for
above period 4,816.99

Balance on hand Decem-
ber 31, 1920\$ 323.07

Signed,
F. E. LOUCKS,
R. E. LABBE,
L. H. APPEL.

Manager Stuart read a letter pre-
pared by him and which is being sent
to all employees not members of the
Club, in a drive to make the mem-
bership of the Club 100%, every em-
ployee a member of the Club.

Mr. Stuart stated that the All-Star

Vaudeville Show, the next big event,
would be presented on two nights,
namely, the 1st and 2nd Friday nights
in April. Read list of acts which will
show. Stated that while the show
would be given on only these two
nights, there would be plenty of ex-
tra seats to accommodate the crowds.
Stated that the "lucky spot" fea-
ture was now ready for use at the
weekly dances, and explained the
manner in which prizes will be
awarded to the couples on the "lucky
spot."

Motion was made and carried that
Manager be instructed to purchase
billiard table and equipment per
agreement with Mr. Simpkins, of the
Brunswick-Balke-Collender Co.

On recommendation of Dr. Weber,
that the Club check all temporary
employees on the pay-roll of Company
who are members of the Mortuary
Fund, to make sure that all have
taken the medical examination re-
quired by the Company.

The Management was also instruct-
ed by the Committee to write a let-
ter of appreciation to the Orange
Show Executive that was responsible
for the granting of the reduction of
25c per ticket to the Orange Show.
Also to the officer of the Company
who was instrumental in making this
excursion for the employees possible.

Motion made by Mr. Pierce of the
Mechanical Department, and passed
unanimously by the Committee that
all applications dated between the
15th and last of every month, should
be changed to the 1st of the next
month, and deductions for Club dues
effective from that date.

Mr. Ewers, of the Electrical De-
partment, presented a communication
from Mr. Taylor, sub-station opera-
tor, of the Electrical Dept., in regard
to a Building Loan Company being
formed by the employees and handled

by the Pacific Electric Company. The communication was given careful consideration, and after listening to the suggestions of Mr. Bishop and Mr. Annable, it was demed advisable by the Committee that the proposition was too large for the employees to take hold of at the present time.

A motion was made by Mr. Jenks, and carried, that all members of the Club who may desire to use the billiard table may do so with the understanding that in case of any damage whatsoever or neglect to return property belonging to the billiard table they will be personally responsible for the replacement or repairs necessary.

There being no further business, the meeting was adjourned at 4:15 p. m.

PE

THE CLUB "MOVIES"

March 11—Main Feature: Ethel Clayton in "A City Sparrow."

She wrested in old rookeries and theatrical boarding houses; flitted through clattering streets; chirped and danced in cabarets and "vodeville"—yearning to fly away, into the clean, free air of the country. One day she had her wish! And love and peace and home. What made her turn again to the lights? And then—a heart-filling idyll that ends in a happy smile.

Paramount Magazine—"The Unseen Land."

Post Nature Picture—"The Cloud." Illustrated Song—"Bright Eyes."

March 18—Main Feature: Douglas MacLean in "The Jail Bird," with Doris May.

The crowded career of one Shakespeare Clancy, who ran from a cell to run a village journal. When he tried to be honest and pep up the natives, they'd swallow nothing but fake oil stock. So he fed 'em what they wanted, and was sneaking out with the profits when—

Hoiy smoke! you never can tell about Mother Earth or a Woman.

"A thousand barrel gusher of laughs, heart-tug and excitement."

Fatty Arbuckle Comedy, "The Rough House."

Paramount Magazine—"The Ascent of the Matterhorn."

Illustrated Song—"Becky from Babylon."

March 25—Main Feature: Fatty Arbuckle in "Brewster's Millions."

He had to squander a million in a year! Easy? Try it some time! Meanwhile come and roll in laughter while Fatty rolls in wealth. A whale of a star in a whale of a comedy!

Paramount Magazine—"Stars of Stage and Screen."

Post Nature Story—"A Night in June."

Illustrated Song—"Love Bird."

PE

As a rule when your wife has something she wants to talk to you about, she wants to talk to you about something she doesn't have.—Cincinnati Enquirer.

P. E. CLUB CALENDAR

March 10th to April 10th

Thursday, March 10th—

Aeroplane Souvenir Dance in Auditorium, 8:30 p. m.

Friday, March 11th—

Regular Movie Show in Auditorium at 8:00 p. m.

Saturday, March 12th—

Agents Association Meeting in Assembly Hall at 8:00 p. m.

Monday, March 14th—

P. E. Band Rehearsal at 8:00 p. m.

Tuesday, March 15th—

(1) Transportation Department Meeting of all Divisions for all employees of the Transportation Department, at 8:00 p. m. Refreshments served after meeting.
(2) Northern Division Safety Committee Meeting in Assembly Hall, at 2:00 p. m.

Thursday, March 17th—

Moonlight Dance in Auditorium at 8:30 p. m.

Friday, March 18th—

(1) Regular Movie Show in Auditorium at 8:00 p. m.
(2) General Staff Meeting in Assembly Hall at 10:00 a. m.

Monday, March 21st—

(1) P. E. Band Rehearsal at 8:00 p. m.
(2) Electrical Department Meeting for all employees of the Electrical Department at 8:00 p. m. Refreshments served after meeting.

Tuesday, March 22nd—

(1) Signal Division Meeting of the Engineering Department for all employees of the Signal Department, at 8:00 p. m. Refreshments served after meeting.
(2) Bonding Division Meeting of the Engineering Department for all employees of the Bonding Department, at 8:00 p. m. Refreshments served after meeting.

Thursday, March 24th—

Military Ball given for Pacific Electric National Guard Company, 8:30 p. m.

Friday, March 25th—

Regular Movie Show in Auditorium at 8:00 p. m.

Monday, March 28th—

P. E. Band Rehearsal at 8:00 p. m.

Thursday, March 31st—

"Lucky Spot" Dance in Auditorium at 8:30 p. m.

Friday, April 1st—

P. E. Club All-Star Vaudeville Show in Auditorium at 8:15 p. m.

Monday, April 4th—

P. E. Band Rehearsal at 8:00 p. m.

Tuesday, April 5th—

Mechanical Department Meeting, for all employees of the Mechanical Department at 8:00 p. m. Refreshments served after meeting.

Wednesday, April 6th—

(1) P. E. Club Executive Committee Meeting in Assembly Hall at 2:00 p. m.
(2) Southern Division Safety Committee Meeting at 2:00 p. m.
(3) Instructive Lecture by the Bureau of Explosives for all employees who are interested, at 8:00 p. m., in Club Auditorium.

Thursday, April 7th—

Masquerade Ball in Auditorium at

8:30 p. m. Prizes for ladies and gentlemen. No one allowed on dance floor up to 10:00 o'clock without mask. Mask can be purchased at Club office.

Friday, April 8th—

(1) P. E. Club All-Star Vaudeville Show in Auditorium at 8:15 p. m.
(2) Western Division Safety Committee Meeting in Assembly Hall at 2:00 p. m.

Saturday, April 9th—

Agents Association Meeting in Assembly Hall at 8:00 p. m.

PE

PACIFIC ELECTRIC BAND

The famous Pacific Electric Band, under the personal direction and management of Mort Stuart, played two popular concerts at the National Orange Show, San Bernardino, on Sunday, February 27th, from 2:30 to 4:30, and from 6:30 to 8:30.

The Band is the leading industrial Band of the State of California, and has played at all the great events of this year. Also was the leading musical attraction at the Orange Show last year, when it played on Sunday to the largest crowd that ever attended the Orange Show.

The Band is composed almost entirely of Pacific Electric employees, and has several fine soloists with them this year, especially Mr. Jack Watson, baritone horn soloist, and Miss May Barlow, soprano soloist, who took part in the concert Sunday and whose solos were well received.

The Pacific Electric Band is the prize industrial Band of Southern California, and plays more professional engagements than any other industrial Band in the State, and delighted the many thousands who attended the Orange Show Sunday.

A large excursion of about 500 Pacific Electric employees accompanied the Band to the Orange Show this year and all were very proud of the showing made by the Band.

TRAINMEN'S MEETINGS

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held at 8:15 p. m. on February 15th, in the committee room, Pacific Electric Club, Chairman L. L. Pierce calling the meeting to order.

The attendance numbered thirty-five trainmen, in addition to Mr. J. C. McPherson, Assistant General Superintendent, Transportation Department; Mr. W. C. White, Superintendent; Mr. C. T. Farmiloe, Trainmaster; Mr. E. Porter, Assistant Trainmaster; Mr. E. A. Cole, Assistant Trainmaster; Mr. J. E. Douglass, Assistant Trainmaster; Mr. J. J. Cleary, Assistant Trainmaster; Mr. W. L. Janke, Supervisor; Mr. O. L. McKee, Supervisor; Mr. B. W. Todd, Mechanical Foreman, Sherman. Absentees: Mr. S. E. Wilson, Assistant Superintendent (sick); Mr. H. C. Davis, Trainmaster; Mr. A. McKenzie, Supervisor; Mr. H. S. Blakely, Supervisor (on duty); Mr. D. K. Boals, Supervisor (on duty).

The reading of the minutes of the previous meeting was waived.

The trainmen of all Divisions assembled in the committee room of the Club, before proceeding with their re-

spective meetings, where they were addressed by Mr. J. C. McPherson. Mr. McPherson stated that the management felt proud of the record established during "No Accident Week" and that no serious accident occurred on the Pacific Electric lines during that week for which the Company or its employees were responsible. He called attention to the fact that while all Divisions did excellent work in the cause of Safety, the comparative showing of the Southern Division came first in order, and they were therefore awarded a banner as a remembrance of their satisfactory record. Mr. McPherson concluded by thanking all trainmen for the results achieved during "No Accident Week."

New Business

By Mr. S. J. Burdge: That competitions be held between carhouses in the matter of preventing accidents, and to post once a month the showing made.

Disposition: Comparative statement of accidents is now being printed monthly in the P. E. Magazine, recording the showing made by each Division.

By Mr. W. L. Jenks: That stop signs be placed at Bronson and Santa Monica Blvd., one for outbound and one for inbound.

Disposition: Referred to Electrical Department.

By Mr. J. H. Arnold: That a drain be built to draw off the water which collects during rainy days under the viaduct, Sixth and Los Angeles Street yard, as it is inconvenient to be stepping around in the mud which forms.

Disposition: Referred to the Maintenance of Way Department.

By Mr. C. T. Farmilee: That the east side embankment alongside track in Sixth and Los Angeles Street yard, under the viaduct, has been worn down to a slope that creates hazard of accident through liability of employees slipping and falling under cars. Suggests that this ground be made level.

Disposition: Referred to Maintenance of Way Department.

By Mr. G. L. Leete: That some of the motormen working out of Sherman Terminal would like to have the opportunity of bidding on freight brakeman runs, but at the present time conductors only are eligible for such runs.

Disposition: According to our rules, motormen are not entitled to bid on brakeman jobs.

By Mr. W. H. Williams: That the Venice via Hollywood cars display a "Venice via Hollywood" sign, to prevent passengers from mistaking same for Santa Monica Blvd. cars.

Disposition: Referred to Traffic Department.

By Mr. G. L. Leete: That some cars coming out of shops are without step curtains at the motormen's end, which interferes with efficient operation during windy and rainy weather.

Disposition: Referred to Mechanical Department.

By Mr. F. B. Owen: (1) That the signal bell cords on most of the 430 class cars are in poor working order and should be repaired; (2) also that the register indicators and cords are in same condition.

Disposition: (1) Referred to Mechanical Department. (2) Referred to Ohmer Fare Register Co.

By Mr. E. C. Brown: That the Western Division Notes submitted to the Editor of the P. E. Magazine are not being printed, and trainmen are disappointed in not being allotted space for their news items the same as other departments.

Disposition: Mr. White stated that he would take this matter up personally with Mr. E. C. Thomas.

By Mr. Brown: That the third floor of Pacific Electric Club be equipped as a gymnasium. It was suggested that trainmen would be willing to pay increased dues for gymnasium privileges, and that there are many employees who now take small part in the Club activities who would show greater interest if there were a gymnasium in the building.

Disposition: This matter is now up with the Executive Committee of the Pacific Electric Club.

Mr. H. B. Titcomb, Vice-President,

addressed all Divisions in the Club auditorium, on the subject of the "King Tax Bill" due to come before the next session of the State Legislature, by which it is intended to increase the state taxes of all Public Utility Companies in the State of California by one-third. He called attention to the steadily rising rate of taxation, which was uncalled-for; the discrimination against corporations involved in this measure; that the proposed rate would be out of all proportion to the earnings of the Company and would very seriously affect the entire Pacific Electric Railway organization, employees as well as the Company; and that it concerned all of us to work for the defeat of the bill. It was indicated to the platform men that they could help in this regard through their daily contact with passengers.

There being no further business, the meeting was adjourned at 10:20 p. m.

M. MARKOWITZ,
Secretary.

SOUTHERN DIVISION MEETING

The regular monthly meeting of the trainmen of the Southern Division was held on January 15th, at the Pacific Electric Club, with 72 trainmen present, together with Assistant General Superintendent McPherson, Superintendent Davis, Assistant Superintendent Taylor, Trainmaster Ward, and General Foreman Green of the Mechanical Department.

Prior to the regular order of business, the trainmen of all Divisions assembled in the committee room where Assistant General Superintendent McPherson presented the Southern Division with a handsome banner for having made the best showing during "No Accident Week."

The regular business meeting was called to order by Chairman A. L. Read at 8:30 p. m.

Minutes of the previous meeting were approved.

Unfinished Business

Provide landings at Santa Fe crossing, Los Nietos.

Disposition: This has been done. Renew floor in train register booth, Torrance.

Disposition: This has been done.

New Business

By Mr. Blake, that a railing be provided on 1601 type locomotives as a means of protecting trolleyman from falling off should trolley rope break.

Disposition: This is now up with the management.

By Mr. Blake: That locomotives are not kept clean, either inside or out; smeared with grease and dirt.

Disposition: Referred to Mechanical Department for necessary attention.

By Mr. Blake: That line and bonding cars cause unnecessary delays to freight trains by failing to clear, as they usually wait until a passenger train shows up before moving out of the way.

Disposition: Mr. Davis will look into the situation.

By Mr. Tolle: That considerable trouble is being experienced on account of lanterns and markers not staying lighted.

Mr. Green stated that he had received no complaints for the past 60 days, during which time the matter had been given especial attention. Most of the difficulty is due to carelessness of trainmen in turning wicks too high, causing smoking; in many cases wicks were exposed one-quarter and one-half inches. Had made tests of fifteen hours, with lamp properly trimmed and adjusted, and there were no signs of soot or smoke at the end of the period. If the men will cooperate there will be no trouble.

Disposition: Trainmen should pay proper attention when lighting lanterns and markers to see that the wicks are not turned up too high.

By Mr. C. W. Ford: That certain men are assigned to trippers and short runs all the time, while others get a short run about once a week.

Disposition: Referred to Mr. McCulley.

By Mr. Ford: That regular men be allowed to be off a trip occasionally during middle of day so that extra men may get a little work between

trippers; terminal foreman refuses to allow it.

Disposition: It was explained that if the extra men would stay around the terminal foreman's office, there would be no difficulty in allowing regular man to be off.

By Mr. Ford: That terminal foremen do not let men off early to attend trainmen's meetings.

Disposition: It was explained that it is not possible to do this unless there are extra men waiting around terminal who are available for relief work.

By Mr. Ford: That each run be investigated to ascertain why the time is not made; that Long Beach line trains do all the work from Dominguez inbound and are always late, while the San Pedro trains are nearly always on time at the Junction.

Disposition: It was explained that the delays, etc., cannot be avoided owing to conditions prevailing during rush hours; that run conditions are continuously under analysis with the view of correcting errors.

By Mr. Ford: That Watts cars refuse to back into clear to let box motors by, resulting in as much as five minutes delay.

Disposition: It was explained that passenger service is not required to give precedence to freight and work train service, although trainmen are required to use good judgment that no unnecessary delays may result.

By Mr. R. D. Harrison: Requesting information as to seniority rights at outside points.

Disposition: Mr. Davis stated that the seniority rules in effect were specific and covered the situation definitely.

Mr. Davis congratulated the Southern Division men in winning the "No Accident Week" banner, and asked that the same care be exercised at all times in the interest of public safety.

Mr. McPherson asked that the meeting be closed to permit all divisions to meet in the auditorium where Mr. Titcomb discussed at length the proposed King tax bill, which would come before the State Legislature during this term.

All employees were urged to familiarize themselves with the facts so that they might intelligently discuss it that proper pressure might be brought to bear to defeat the measure, which is a serious menace to the existence of the Company and the prosperity of its employees.

The meeting adjourned at 10:20 p. m.
G. H. GRACE,
Secretary.

— PE —

NORTHERN DIVISION MEETING

All Divisions met in the Western Division Assembly room at 8:00 p. m., February 15th. Mr. McPherson presented the No Accident Week Banner to the Southern Division, which had the greatest percentage of reduction in accidents during that period, and gave the percentage of each division, thanking all divisions for the interest shown and good showing made by all of them. Each Division then adjourned to their respective quarters.

The regular meeting was called to order at 8:20 p. m. by Chairman McDaniel, with the Northern Division Staff present; also Mr. Briggs of the Mechanical Department, and Mr. Florence of the Signal Department, and about thirty-five trainmen. All unfinished business from the last meeting was reported upon by Mr. Bradley.

New Business

By Conductor Snedekar: That in cases where holes around switch stands and derails between North Pomona and Uplands had not been filled, that the proper drainage of water had been overlooked and water collected in other spots, and suggested that a little ditching be done as well as filling up the holes.

Disposition: Referred to the Engineering Department for investigation and necessary action.

By Motorman E. N. Gardner: That mirrors be placed on cars so that motormen could see the steps and avoid accidents.

Disposition: It was stated that this matter was already under consideration and several cars had been equipped with

mirrors as a test. Favorable action was anticipated.

By Motorman E. N. Gardner: Suggested that when a trainman had been working unusually long hours the day before, that this should be considered before assessing discipline in the case of a miss-out.

Disposition: Discussion developed that the service and particularly the early morning trips must be maintained, but that each individual miss-out case was investigated and due consideration given to any mitigating circumstances before assessing discipline.

By Motorman E. N. Gardner: Suggested that the Board of Health be called on to enforce the ordinance against expectorating on the floor of cars.

Disposition: This question was discussed at length and the experiences of other trainmen cited. It was finally decided that conductors must use considerable tact in calling the passenger's attention to the ordinance and endeavor to have them comply with same. However, in the case of hardened and repeated offenders, conductor should endeavor to secure their name and address and send in a miscellaneous report so that Superintendent's office could take the necessary action.

By Motorman E. N. Gardner: Recommended that a crossover on the Watts Line be installed between 38th and Jefferson Street between inbound local and main to eliminate delays caused by freight trains backing out on the local track at Amoca Junction.

Disposition: Mr. Florence of the Signal Department took the floor and advised that some changes in the interlocking plant at Slauson were contemplated which would take care of this situation.

By Conductor Miller: That the trainmen's toilet at 6th & Main Stations on the Pasadena Short Line Track needed more ventilation, also there was no light.

Disposition: Discussion brought out the fact that there was no public men's toilet on this side of the tracks, and that there was undoubtedly need for one. Recommended that the Engineering Dept. be requested to look into the question of combining the small wash-room and the present toilet, making the place large enough for the general public; also investigating the expense.

By Conductor L. H. Wilson: That at present Staff Machine and the telephone at North Pomona are each in separate booths, and the necessity of unlocking two doors is a cause of delay.

Suggested that the booths be placed side by side so that the doors could be locked by one bar and one switch lock.

Disposition: After discussion it was decided that the Engineering Department be requested to estimate the cost of placing both the telephone and Staff Machine in one large booth.

By Conductor L. H. Wilson: Recommended that an electric switch be installed at the switch leading from the 3rd Street Line to the tracks back of the depot at San Bernardino, so that conductors would not have to leave the rear platform and could watch passengers getting on or off.

Disposition: Discussion brought out the fact that we occasionally had two-car operation over this switch and it was not feasible to install an electric switch.

By Conductor L. H. Wilson: That considerable time was lost on account of lack of storage room for 1200 and 1000 class trailer cars cut-off at El Monte.

Disposition: This question was discussed and it was found that in some cases freight trains also lost time. However, it was felt under present conditions it was doubtful if we would be justified in assuming the expense necessary to install a special track for passenger cars only. The question will be kept in mind and if it is found that the amount of time lost will justify such an expenditure, the track will be requested.

By Motorman Roy Garst: Suggested that the loose gravel and sand at the end of the San Gabriel Line be rolled down as it was difficult for passengers to walk on.

Disposition: It was stated that this had been previously noted by the Northern Division Safety Committee, and it was recommended that the Engineering Department be requested to

see if the condition could not be improved.

By Motorman W. E. Swartz: That the railroad crossings and safety stops on San Pedro Street be sanded back at least 300 feet on rainy days. At present they are sanded 50 feet to 100 feet, and this is not enough in the case of two and three-car trains.

Disposition: It was stated that this question had been brought up a short time before and had been taken up with the Engineering Dept., and they had instructed their men to sand back a matter of 300 feet or 400 feet.

There being no further business the meeting was adjourned. All three Divisions again met in the down-stairs hall where Mr. Titcomb addressed a joint meeting on the question of the proposed King Taxation Bill. A committee composed of the chairman of the three divisions as well as the chairman of other departmental meetings, was appointed to confer with the management on bringing the facts of this taxation bill before the employees and the public.

H. L. WIGGAM, Secretary.

EASTERN LINES

The regular monthly meeting of the Northern Division Eastern Lines, trainmen was held at Riverside, February 8th, Chairman P. S. Corl calling to order at 7:30 p. m. There were about twenty in attendance.

Unfinished Business

That interurban and local trip sheets be made of better material, as the ones in present use are very poor; also, that a special form be made for the Riverside and Redlands lines on account of the numerous forms of tickets Conductors have to carry on these lines.

Disposition: Mr. Bradley has taken this matter up as to advisability.

That on account of the Orange Show using the automobile entrance for their main entrance to the grounds at Urbana Springs Park, and the track being so close to the trees, same should be moved out to prevent any hazard of accident to anyone standing on the car steps.

Disposition: This track has been moved out.

That 130-class cars should have curtains at the front and rear entrances, for the reason that passengers cannot occupy seats when it is raining.

Disposition: Mr. Gilbert advises that these cars would have to be rebuilt to install these curtains, which would be too expensive a proposition at the present time.

That the baggage trucks at Riverside Station should be locked up at night, on account of boys running them out into the street.

Disposition: This has been taken care of.

That there should be a Trainmen's Meeting held in the daytime to accommodate those who work at night.

Disposition: It has been arranged to hold meetings next month at San Bernardino at 10 a. m. and 7 p. m. to accommodate all concerned.

That the waiting station at Bench should be repainted on account of numerous obscene writings.

Disposition: The M/W Dept. advises that this station will be painted as soon as they can get to it.

That a shelter station be erected at Highland Ave. and B Streets to accommodate those who wait for cars at that point.

Disposition: It has been decided that it would not be advisable to erect waiting stations on local lines as there would be numerous requests from other points, which would mean a great amount of expense.

That a telephone booth be put up at Highland Ave. and B Street.

Disposition: This can not be done at present, as we have other points where a booth is needed more than at this one and they will have to be taken care of first.

New Business

By E. E. Kightlinger, that a booth be erected at the end of the San Bernardino-Redlands line, in Redlands, to accommodate telephone and train register on account of the present one being exposed to the rain, which makes it hard to take orders and register.

Disposition: This matter will be taken up, along with others, to see at which point it is most important that this change should be made.

By E. F. White, that there are two stations on the Corona line which have names that are very similar, Tyler and Taylor, and it was suggested that the name of Taylor be changed to Pope Siding so that there would be no confusion in train orders between the two names.

Disposition: Referred to Mr. Bradley. By E. G. Smith, that Conductors should not be held responsible for staff machines when working improperly, or discipline assessed, for the reason that he has been criticized when not at fault, a mechanical defect causing the trouble.

Disposition: Referred to Mr. Bradley. By J. H. Dalton, that the trolley wire at Call's Packing House Spur, Corona, be lined up straight, also at Colton team track, as it is pulled off to one side, which makes it inconvenient getting in and out.

Disposition: Referred to the Electrical Department.

By J. H. Dalton, that there is a tree standing too near Chemawa Park spur which makes it very dangerous for a man riding the cars in at that point, and there are also several trees along this spur which should be trimmed.

Disposition: Referred to Mr. DeNyse.

By D. B. Van Fleet, that Conductors should not be required to flag Crestmore Cement track, located south of the station, for the reason that Conductors cannot obtain a clear view of the track, also the Motorman has a better view than the Conductor as he can look over the embankment. The Crestmore people make a safety stop and flag this crossing.

Disposition: This matter was discussed thoroughly and it was agreed by all who were acquainted with the situation that a safety stop would be sufficient and would not cause any hazard of accident. Referred to Mr. Bradley.

By J. F. Hawkins, that standard stop signs should be placed on both sides of the track, at Crestmore Crossing.

Disposition: Referred to M/W Dept.

By D. B. Van Fleet, that trains run too fast around Floral Park curve, on the San Bernardino Line.

Disposition: Bulletin has been posted recently governing speed, which should eliminate such fast operation.

By D. B. Van Fleet, that train No. 67, due out of Los Angeles at 3:30 p. m., has a very hard schedule to make on account of meets, also, it happens quite frequently that the S. P. precedes them through the staff between San Dimas and La Verne.

Disposition: It was decided that every time this occurs the Conductor should make report to the Superintendent who would take steps to prevent same.

By J. A. Severance, that bulletin be issued to Conductors to keep the telephone booth locked at Rialto. A good many of the outbound trains leave it open and it permits boys to enter same.

Disposition: This will be taken care of.

By J. A. Severance, that Stop Signs be placed at all stations between San Bernardino and Redlands, on account of them being hard to locate after dark, especially to men running through from Los Angeles.

Disposition: Mr. C. H. Jones stated that the Passenger Department had recently issued a guide showing all stops on the system, and he did not think it was necessary for signs to be installed.

By D. J. Finley, that Stewart Ave. Stop, in Redlands, be eliminated.

Disposition: Referred to Mr. Jones.

By J. A. Severance, that a committee of five be appointed to look after the Trainmen's room in Riverside for the next three months. The following were appointed: A. McLean, Chairman; C. Ward, Van Deering, H. W. O'Hara, and J. A. Severance. Also, that all trainmen put their names on lockers and same be inspected once a month by the aforementioned committee.

By J. A. Severance, that there be five more lockers added, as there are not enough to accommodate all trainmen even after they have doubled up.

Disposition: Referred to Mr. DeNyse. By J. A. Severance, that Motormen on the Crestmore line be held responsible for registering and checking same, also receiving orders, when necessary.

Disposition: Referred to Mr. Bradley. P. S. Corl was re-elected Chairman for the ensuing three months.

F. E. PEACHEY, Secretary.

JOSHES FROM THE JOKESMITH

SOME ROAD

"I see you have a rural trolley line down here now," remarked the city drummer. "Does it carry many passengers?"

"Well, I should say it does, stranger," boasted the old postmaster. "The last car that passed carried sixteen men, ten women folks, six children, eight live chickens, four geese, two turkeys, a live pig and a possum in a trap. If the platform had been a little wider they could have got Jeff Weatherby's red calf aboard. Passengers? Wall, I reckon on the Sandy Bottom & Frog Holler Railroad hauls them, stranger."—Chicago News.

PE

MATTER OF CHOICE

"I don't object so much to Adeline kissing her dog, but I prefer her to kiss me before and not after," confided the lover to a close friend.

"I know, but don't you suppose the dog has his preference, too?" returned the friend.

PE

REASONABLE REQUEST

Boy Scout (on night guard)—"Halt! Who comes here?"

"Officer of the Day."

"Advance, Officer of the Day, and explain what you are doing out at night."—Rising Sun, San Francisco.

PE

SOME DIFFERENCE

Railroad electrification reminds us that transportation is not what it used to be. There is a story of a passenger on a southern train who was carried past his destination.

"Heah, conductor!" he shouted, "That was my station, suh! Why didn't you stop theah, suh?"

"We don't stop there no more," said the conductor. "The engineer's mad at the station agent."

And there were some railroads that went in still more for the human touch:

A certain traveler on being asked when purchasing a ticket if he wished to travel first, second, or third-class, was told there was not much difference except in the fare, and decided to travel third-class. When the train started he noticed that all classes of passengers seemed to be on exactly the same basis and was curious as to what the distinction might be. After several hours of travel the train arrived at the foot of a very long hill and stopped. The conductor came down the line calling:

"First-class passengers stay aboard; second-class passengers get out and walk; third-class passengers get out and push."—J. of Elec.

PE

DISTANCES

"Where do you live in the city—close in?"

"Fairly so—thirty minutes on foot, fifteen by motor-car, twenty-five by street-car, and forty-five by telephone."—Kansas City Star.

WHO ARE YOU?

Motorman Blank and Motorman Dash

Each have a daylight run;
Blank also has a pleasing grin,
While Dash is as sour as a Hun.

Now Motorman Blank is a pleasant cuss

As he drives his car along;
He never raves and makes a fuss
When some little thing goes wrong.

And everyone who rides with him
And sees his cheery smile,

Forgets how long they had to wait,
And life seems more worth while.

But those who ride with Motorman Dash

Are cross and tired and nervous;
His growling gets upon their nerves—

They curse the "rotten service."

Now Blank and Dash draw the self-same pay,

Have the selfsame work to do—
But which of the two could most truthfully say

That he earned the pay he drew?
—Exchange.

AUTO INTOXICATION

The motor car, so I contend, is Undertaker Smith's best friend. It drew him from the mire and ditch and placed him with the high-brow rich. Some years ago, when Smith was young, unwept, unhonored and unsung, he vainly sought the iron boys which now afford him countless joys. He sold tomatoes, spuds and beans to get the tin to line his jeans, and curried off the neighbors' nags and peddled milk in paper bags, and even ran a grocery store to drive the wolf far from his door. And then the auto came along, and Smith soon sang a different song. He let the grocery business drop and opened up a funeral shop, and hung this sign where folks could see: "Swell Funerals Our Specialty." And as the automobiles sold, old Smith began to rake in the gold from relatives of those whose greed was for one thing, and that was SPEED! The foolish guy who'd not look back in whizzing 'cross the railroad track; the crazy nut who tempted Fate at 60-miles-an-hour gait; the gink who'd always risk his neck—all went to Smith a busted wreck! Now every day from 8 to 5 they're bringing stiffs to old Smith's door, and buying caskets silver trimmed, for those whose eyes some auto dimmed. Ah, what a lucky day, gee whiz, when Smith got wise and changed his biz from selling prunes and tea and oil, to planting stiffs beneath the soil.

TAKING HIS CAKE

Old Rastus, familiar figure in a section of Boston, entered a drug store on Commonwealth Avenue and carefully scanned the contents of a case given over to various soaps.

"Gimme a cake, boss, jes' like dat," finally observed Rastus to the clerk who came forward.

"Certainly," responded the clerk. "Will you have scented or unscented?"

"I'll jes' natu'llly take it wif me, boss," said the old fellow.

PE

WIRING A SECRET

"Why did you strike the telegraph operator?" asked the patrol officer of the gob who was summoned for assault.

"Well, sir, I gives him a telegram to send to my gal, an' he starts readin' it. So, of course, I ups and gives him one."—The Arklight.

PE

HOW HE FELT

"Did my husband appear to miss me during the month I was away, Mary?" asked a matron of whom the Evening Post tells.

"Well, ma'am, at first he was in very high spirit but about a week ago he became less cheerful and yesterday, ma'am, he was just miserable."

PE

ON THE CRITICAL PERSON

I am not criticizing this evening. I do not like a critical person. Besides, critics are not always correct in their judgment. A school officer who was a typical critic once paid an official visit to the school, and, of course, he had to show what a bright person he was. He said to the patient teacher:

"Your pupils are not as observant as they ought to be, and I'll prove it to you." He turned to the class and said:

"Someone give me a number."

"Thirty-seven," said a little girl.

He wrote "73" on the board, reversing the figures. Nothing was said.

"Fifty-seven," said another girl.

He wrote "75" and smiled knowingly at the teacher when nothing was said.

He called for a third number and was just beginning to broaden that knowing smile when a little red-headed urchin yelled:

"See if you can change seventy-seven, old-timer!"—Observation.

PE

Along with other interesting facts about the American Railroads, it is stated that the freight earnings of American Railroads are 300 per cent greater than passenger earnings, which is indicative of the tremendous importance of transportation to commerce.

About 50 per cent of the freight traffic of the United States is coal, ore and stone. Another 25 per cent is confined to grain, lumber, live stock and machinery.

UNITED STATES CENSUS RE- VEALS PATHETIC STORY

Every ten years our government spends millions of dollars to take a census of the people and what they are doing. It is a costly undertaking, but it is worth much more than it costs.

Important conclusions are gleaned from the figures gathered because the data is accurate and scientific. These facts become a basis for remedial legislation and for various movements for the uplift of the nation and the race.

These facts may interest you:

Seven-eighths of all the money left by married men in America for their dependents is derived from life insurance.

Eighty-two per cent of the value of combustible property is insured against fire, but only—

Seven per cent of the economic value of human life is covered by insurance.

Ninety per cent of the men engaged in active business fail to reach old age with a competence.

Nineteen out of every twenty persons fail to provide for their old age or for their families.

With the result that—

Eight million women are forced to earn a living.

Thirty-five per cent of the widows of the country are in want.

Ninety per cent of American widowhood lacks life's common comforts.

Eighty-two per cent of the children of the country are forced to leave school before completing the eighth grade to aid in making a living for the family.

The census shows also that the family protected by a fraternal contract is not broken up, nor the children taken from school by the death of the bread-winner.—Friend and Guide.

— PE —

The Federal Electric Railways Commission has reported to President Wilson sweeping measures to curb the operation of motor vehicles and thereby help the electric lines facing bankruptcy. The commission points out "the untrammelled freedom from taxation, maintenance of highways and financial responsibility for accidents" which the motor operators enjoy. The commission, however, states that "it is not deemed consonant with the theory of American institutions and government that the free movement of private citizens by their own means of locomotion should be restricted in order to compel them to make use of public vehicles, whether the latter be operated by private agencies or directly by the government." The commission believes that all that can properly be done by the government is to compel private vehicles using public highways to pay taxes proportionate to the burdens they place upon the highways as compared with the burdens placed on the highways by the street cars or rail carriers.

A Fool There Was

*"Don't monkey with the buzz-saw."
Some wise old geezer said.
I didn't see that board turned up
As on the nail he tread.*

*The nut was loose. How should I know
The piece was not clamped down?
The gears, they would not stop for me,
They took my hand around.*

*The plank was loose, the rope not tied,
It was not up to me.
I left the damn thing up to Bill,
And did not look to see.*

*I left my goggles in their case,
I thought I'd take a chance.
I thank God yet for one good eye.
Who'd thought that chip would glance!*

*The oily rag that I forgot—
I do not like to own it—
The Fire Department arrived in time
To put a stream upon it.*

*That ladder—it should not have slipped,
It never did before;
I only lost four weeks by that,
And still I'm feeling sore.*

*The guards were off; the goggles lost!
The plank was not nailed down,
I was not near that gear at all
That took my hand around.*

*That Safety stuff is some hot air,
Some guys are nuts upon it;
They want to save each other's lives
And limbs and eyes, doggone it.*

*But, after all, I guess they're right,
I wish I had that eye;
I need my hands and fingers, too,
To help me to get by.*

*I'll never take a chance again,
I'm going to be alert.
I've got a hunch that it don't pay;
I'm strong for Safety First.*

—J. H. TAYLOR,

Baker Iron Works Safety Ass'n.

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1

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In
Comedy-Singing
Talking
and
Dancing

2

MAY BARLOW
In
Songs
of
Yesterday and
Today



Miss Nell Fletcher
Leading Lady in "A Jolly Sunday
Party" (Marian Warde Players)

3

THE HARMONY FOUR

In
"A Night at Our
Club"
Chas. C. Worley
H. M. Lozier
A. R. Ireland
J. A. Birmingham

4

Almena Dozier, Irene
Howard and Babe Betty
In
Their
Artistic Dance
Creations

"A JOLLY SUNDAY PARTY" By the Marian Warde Players

CAST:

Mrs. Curtis... MISS RUTH TWEEDY Mary Boyd... MISS NELL FLETCHER
Mr. Curtis... WINTHROPE GARDNER Ned Lowell... LEONARD ZELLERS

Miss Fletcher played in leading role in the recent production of "Stop Thief," given at the Gamut Theater by Marian Warde. She has appeared in many plays and readings and her clever work has always delighted her audience.

6

ELEANOR LOUISE PUTNAM
In Egyptian, Spanish and Gipsy Dances

7

ODAR, AND HIS PALS
In Big Novelty Act

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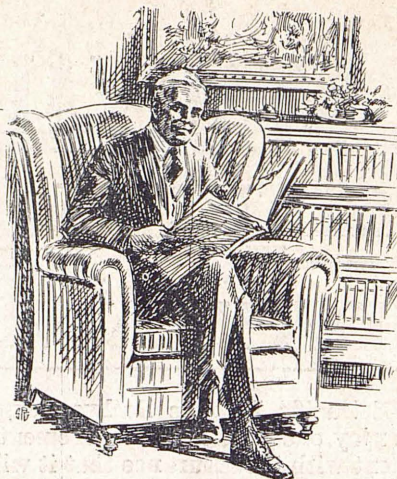
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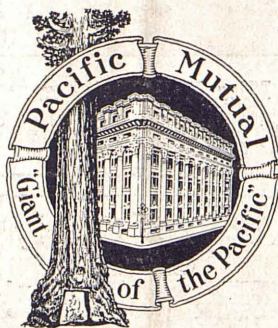
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