



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 4

LOS ANGELES, CAL. JANUARY 20, 1920

No. 8



THE ENTRANCE OF OUR "FAMILY" DOMICILE
Leave Cares Behind, All Ye Who Enter Here

THE MAGAZINE'S CLUB NUMBER

A large number of the employees of this company are new to the service and not advised of many of our features of our co-operative work, and it for this reason that this number of the Magazine especially features the Pacific Electric Club, which at this time is entering its third year of existence.

On January 1st, 1917, the Club came into existence, after a preliminary period devoted to its construction and organization beginning in the previous September. It was brought about by what was formerly the Picnic Committee of the Pacific Electric employees, an organization brought together annually, composed of representatives of the different departments of the company, for the purpose of holding an annual picnic of employees a feature which was very popular, very largely attended, and was the means of forming many pleasant acquaintances between employees of the various departments and their families. The thought grew in the minds of many members who had served on this committee that a permanent organization should be formed; a central headquarters established, wherein social meetings might be held to perpetuate the friendliness that had grown up between all of us and to further stimulate the community of interests we held. A meeting was held in September, 1916, at the Pacific Electric Building, attended on invitation by various employees of the company, and the club organization came into existence, and a constitution and by-laws adopted, which briefly provided for the choosing annually of one representative from each one hundred employees, or fraction thereof, in each department; those so chosen to constitute an executive committee, which is the legislative body of the club. This committee in turn elected the president and other officers of the club, selecting seven of its members, with four members appointed by the management of the company to constitute the governing board of the club.

In its inception, the club was intended as a social organization only, but as time went on, it was seen that a much more important use could be made of the organization in stimulating efficiency in our work, in smoothing out some of the hard places in life for some of our members, and in doing work of a welfare nature, not only in the interest of the company, but in the interest of each other. As a social organization, it has met with every success since its beginning; from the day of its dedication on January 1st, 1917, until the present day. Within the walls of the building which views published in the Magazine, show only partially, have been held many entertainments and social functions of a most enjoyable nature, and this feature of the work has grown steadily until at the present time there are few weeks during the course of a year

in which one or more pleasant entertainments are not to be had by the members and their families.

The club has not been, and is not now, a money making proposition. The building and its furnishings are provided by the Company, the club maintaining only the operating expense, such as salaries of manager and attendants, janitor service, etc. Even the maintenance repairs, when other than of a minor nature, are borne by the Company. The dues were purposely made small, in order that the amount of them would not be a bar to any employee being a member, and it is the desire of those responsible for the Club, as well as the earnest wish of the management, that all employees be members thereof, taking an interest in functions and activities, and participating fully in the spirit of family unity and fellow sympathy that is its foundation. The members of the executive committee are chosen directly by the employees themselves in order that the desires and needs of every member may be more fully known and the organization be fully representative and democratic. It is the desire of the Club to be the medium through which a greater understanding may be established between each member of our family.

As a result of the Club's existence and operation, the following essential things have been brought about, directly or indirectly, and those mentioned are only a small portion of those accomplished for our mutual betterment.

The camp in the San Bernardino Mountains was brought about through the Club and in this feature the Company has spent about \$11,000.00 to provide a summer recreation home for employees and dependent members of their families, and it is operated without profit in order that all of us may have a rendezvous in the hills, in the most pleasant surroundings, and at a cost within reach of the purse of most any employee desiring a vacation of this character. Over 2,000 persons have partaken of camping joys since the establishment of our vacation camp and the cost per person has averaged approximately \$4.50 per week, that charge embracing both transportation and maintenance cost while in camp.

Through the Club and its representation to, and co-operation of the Medical department, many of our fellows who had fallen victims of the dreaded white plague (tuberculosis) have been restored to usefulness and to their families through the treatment afforded them at Monrovia by our splendid specialists.

A need was found for an emergency fund to relieve suffering among our employees on various occasions and this brought the establishment of the Emergency Relief Fund of the Club, this fund being accumulated by the sale of old newspapers, junk, the giving of entertainments, and later by the gross proceeds of advertising in

the magazine being turned over to this fund and through this fund during the past two years a great many cases of distress have been cared for in our corporate family and many have indeed been thankful because of help received.

Through the representation of the Club committee, transportation to and from work is now provided for employees of the Company.

Because of the Club's existence and its known social value, divisional meetings of departments, and entertainments have been found to be the source of much benefit to the members and to the Company. For instance, such meetings as Transportation meetings, Agents' Association Staff Meetings, etc.

It was the observation of the Club that when the "grim reaper," death, came among us, there were many times when financial assistance was needed and needed immediately for the proper care of a fellow employee, and this brought about the establishment of the Mortuary Fund, an association of voluntary members who agree that upon each death in the membership, 25 cents shall be deducted from their salary to go to the beneficiary of the deceased. The fund at this time is composed of approximately 1,900 members and since its establishments \$13,972.25 has been paid out in benefits. As an insurance, it is not equalled in cost by any insurance policy elsewhere obtainable, and in cases of need it avoids the necessity of "passing the hat" in order that the case may be properly cared for and obviates any humiliation to the recipient.

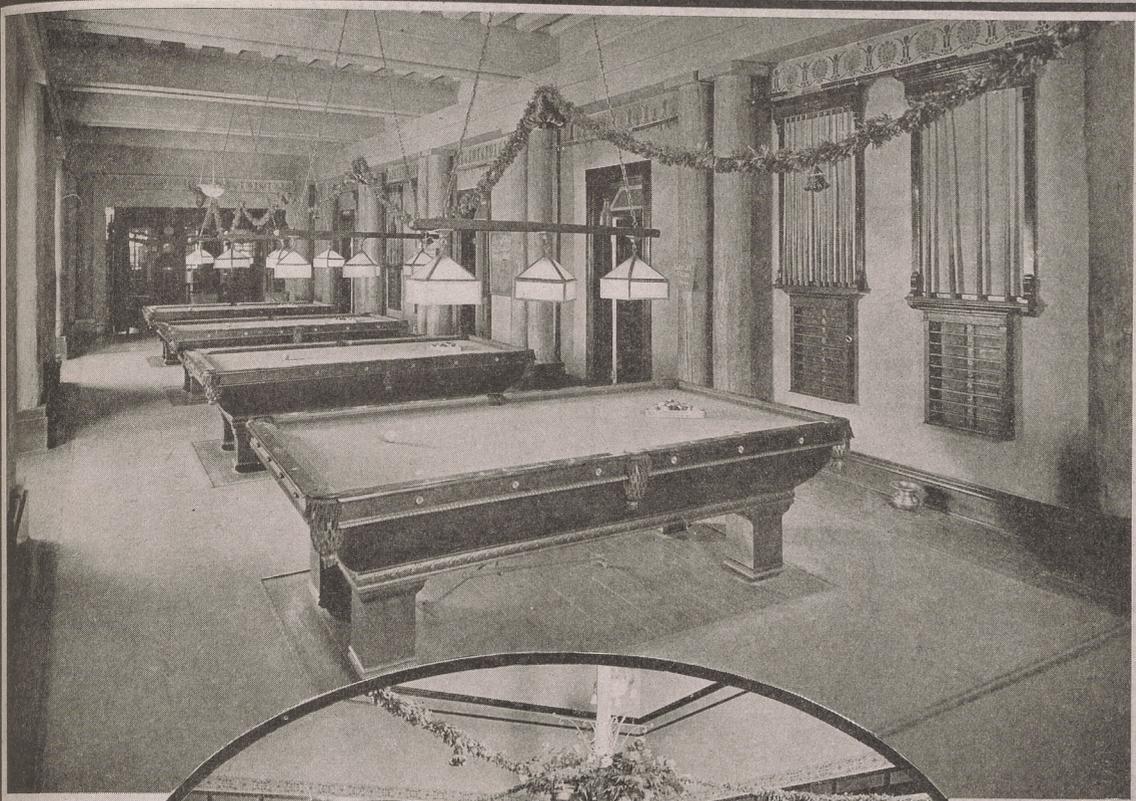
Facilities at the various terminals where men must wait for runs have been greatly improved since the inauguration of the Club because of suggestions made through it, and more improvements are contemplated by the Company in the not far distant future.

The annual picnic of the employees is now held under the Club supervision and the burden of the work, which formerly devolved upon a few, has been so systematized as to be handled without trouble or trial.

Because of recommendation made and the spirit of helpfulness manifested, the management some time since promulgated a rule providing for vacations with pay each year to employees holding sufficient seniority.

Prior to the splendid work of President Bishop of the Club, employees were frequently annoyed and in many cases at a financial loss, through variations in insurance policies held by them, and through the instrumentality of Mr. Bishop a standard form of policy was prepared, bids for insurance under such policy were secured from insurance companies, and today our employees may be provided with a standard insurance policy, the terms of which cannot be misconstrued and the premium for insurance fixed at the lowest obtainable rate.

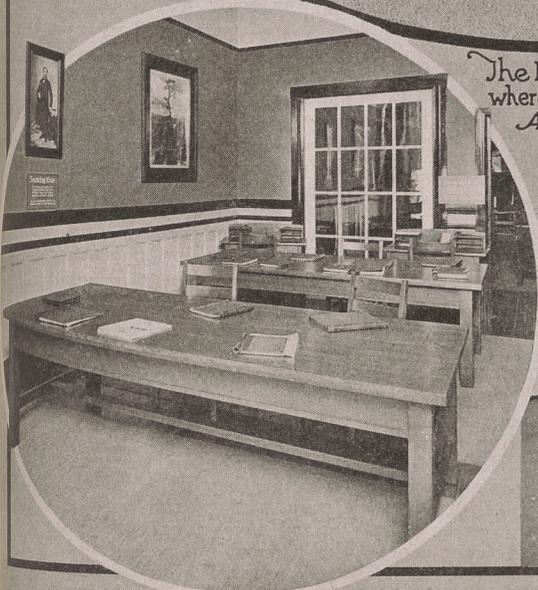
During the past war, which was participated in by a very large number of our employees, Liberty Bonds and other securities of the government were subscribed for through



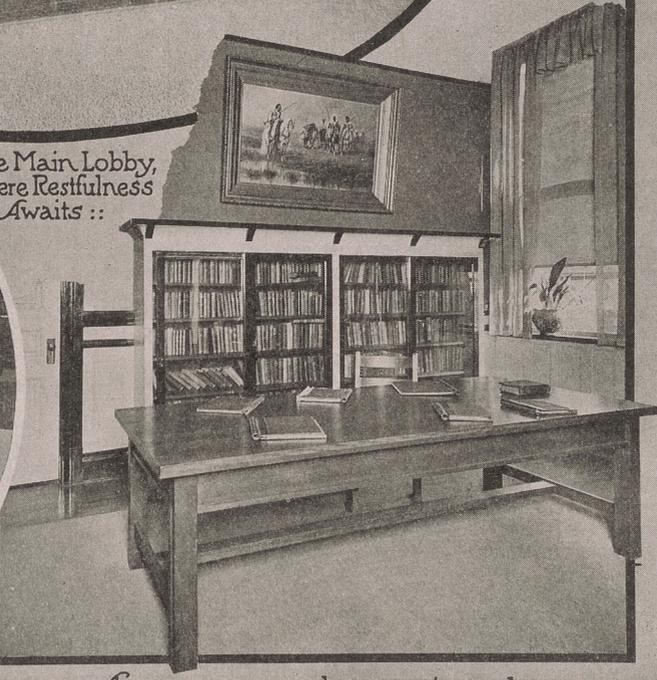
The Pool Room



The Main Lobby,
where Restfulness
Awaits ::



Section of Writing and Reading Room



A Corner of Book-Lovers' Nook

Club committee salesmanship and Company co-operation in the matter of payments, to the amount of \$1,413,650.00.

Through suggestions emanating in our Club work, the management has adopted the policy of employing dependent members of employee's families for positions available in the Company when possible so to do in preference to outside persons.

The loan shark evil was given much consideration in the Club, and partially because of the Club's investigation and work, President Shoup of the Company was instrumental in establishing a loan company in Los Angeles under the Morris Plan, which has been of great assistance at various times to various employees.

Through the suggestion of the executive committee of the Club and the activity of its president, the ability of our purchasing department, where supplies or materials are needed by an employee exceeding \$100.00 in the amount is at his command and through this channel a great many dollars have been saved to employees, especially in the building or improving of homes.

As before stated, these are only a few of the many features that have occupied the time of the Club during its three years of existence. It has filled a place for the benefit of its members, as well as many non-members, such as no organization on the West Coast has filled. Because of its success, many similar organizations have been formed in other companies, but as yet none have progressed to the extent of our own. It is the central home of our corporate family and all its members. Within its walls are to be found practically every feature of club life, from games of amusement to booklore, simple music to pretentious balls—but by far the greatest element is the cultivation of acquaintance with each other, the formation of lasting, binding friendships, and above all, the opportunity to help someone who cannot help himself.

A great many of us have homes or our own and the need for a club is not great; but there are many, far greater in number, whose home consists merely of one bare room to which they retire at night for rest and in which are to be found none of the joys that those of us, more fortunate, possess. Were we home owners never to darken the door of our Club, we have the satisfaction of knowing that we are helping to provide a place for those less fortunately situated, where in home comforts, next to home only, are provided for our fellows in the service.

What the Club is and is to be, rests entirely upon the shoulders of its members. What it has been is plain to be seen; what it will be is forecasted by its past and that means: 100 per cent membership; 100 per cent co-operation; company and employee; 100 per cent of satisfaction within ourselves for good work accomplished.

PE

During the month of December 98 visitors were introduced into our Club and enjoyed its many privileges.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

PACIFIC ELECTRIC CLUB CALENDAR

January 10th to February 10th

- Saturday, Jan. 10**
Agent's Association Meeting, 8:00 p. m.
- Monday, Jan. 12**
P. E. Band Rehearsal in Auditorium, 8:15 p. m.
- Thursday, Jan. 15**
Northern Division Safety Committee Meeting, 2:00 p. m.
Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, Jan. 16**
General Staff Meeting of Transportation Department, 10:00 a. m.
- Monday, Jan. 19**
P. E. Band Rehearsal in Auditorium, 8:15 p. m.
- Tuesday, Jan. 20**
Transportation Department Meeting of the Northern, Southern and Western Divisions at 8:00 p. m.
Entertainment and luncheon after Meeting in Auditorium.
- Thursday, Jan. 22**
Novelty Jazz Dance in Auditorium, 8:30 p. m.
- Monday, Jan. 26**
P. E. Band Rehearsal in Auditorium, 8:15 p. m.
- Tuesday, Jan. 27**
Moving Picture Show in Auditorium, 8:15 p. m. for all members and their families.
- Thursday, Jan. 29**
Moonlight Dance in Auditorium, 8:30 p. m.
- Monday, Feb. 2**
P. E. Band Rehearsal in Auditorium, 8:15 p. m.
- Wednesday, Feb. 4**
Pacific Electric Club Executive Committee Meeting, 2:00 p. m.
Pacific Electric Rod and Gun Club Meeting, 8:00 p. m.
- Thursday, Feb. 5**
Southern Division Safety Committee Meeting, 2:00 p. m.
Oriental Jazz Dance in Auditorium, 8:30 p. m.
- Friday, Feb. 6**
Western Division Safety Committee Meeting, 2:00 p. m.
- Monday, Feb. 9**
P. E. Band Rehearsal in Auditorium, 8:15 p. m.

PE

One thousand six hundred and five applications for membership have been received at the Pacific Electric Club since October 1st, 1919, bringing the membership up to approximately 2,500, the greatest enrollment in the history of the Club, and it is the intention and desire of the management that this number shall reach 3,000 before the present campaign ends. The Club is still for a 100 per cent representation of all the departments of the Pacific Electric Railway and feels confident on account of the wonderful co-operation that it has received to date, that this will be attained.

Through the courtesy of Mrs. Guentherodt, the club has been presented with two beautiful manuals, on "The Birds of the Philippines," for which the club is very grateful, and they will be placed in the library.

PE

On Thursday, January 22nd, a novelty jazz dance will be given again in the auditorium at 8:30 p. m. This has been requested by the many members who attend our dances on account of the big success of the dance in the last Calendar.

PE

Benjamin McCartney, the popular janitor at the Pacific Electric Club, has returned after a long siege of sickness, although not being able to take up his duties in full at the club, he is taking care of the club offices during the day and hopes to be able to resume his full duties in a short time.

PE

The management has provided another novelty in the way of an Oriental Jazz dance, to be given Thursday evening, February 5th. This is going to be something new and will be a novelty in its kind. On Thursday, January 15th, and Thursday, January 29th, the popular moon-light dance will be given.

PE

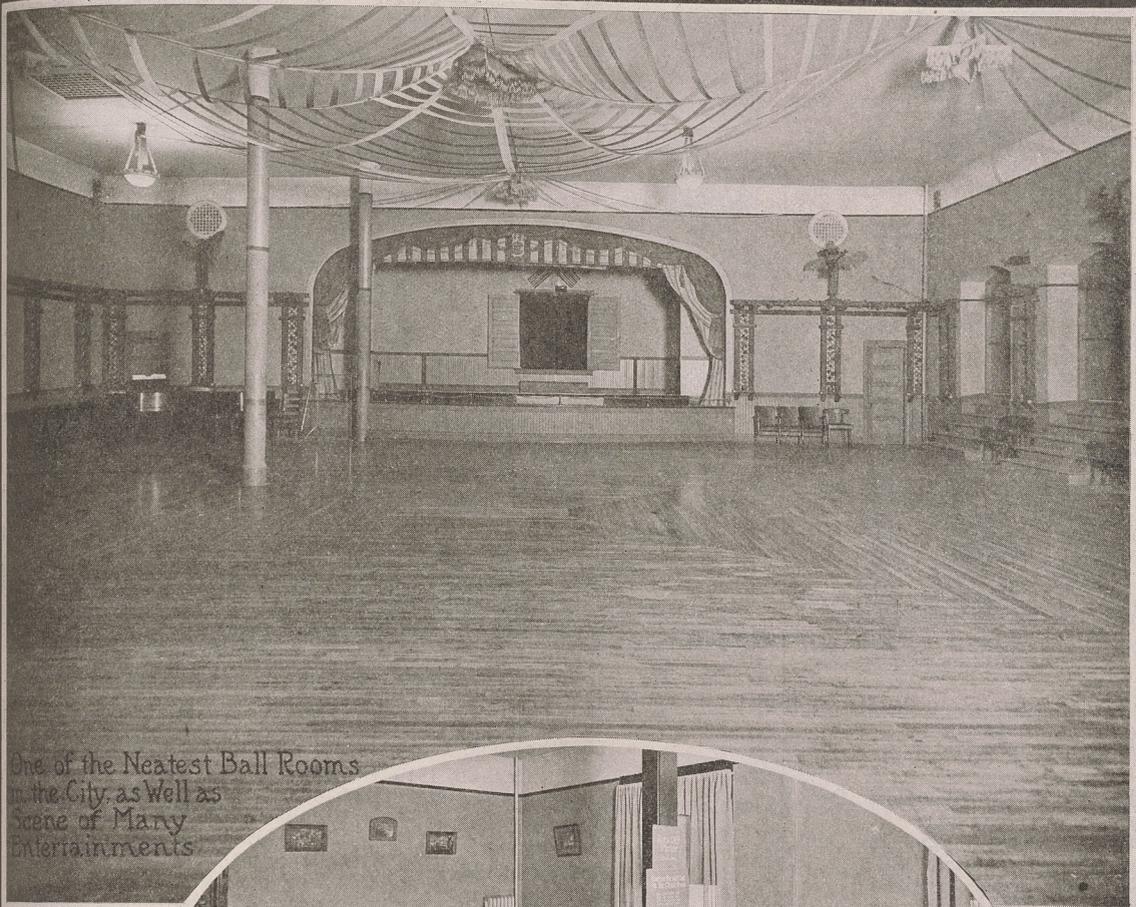
The Club is awaiting the installation of a new direct outside 'phone, that will enable the members who wish to use the 'phone at the Club, to get a better service, and it will also be a great relief to the over-taxed use of 'phone now in service. This is a feature which the management feels will be greatly appreciated by all who call for or from the Club.

PE

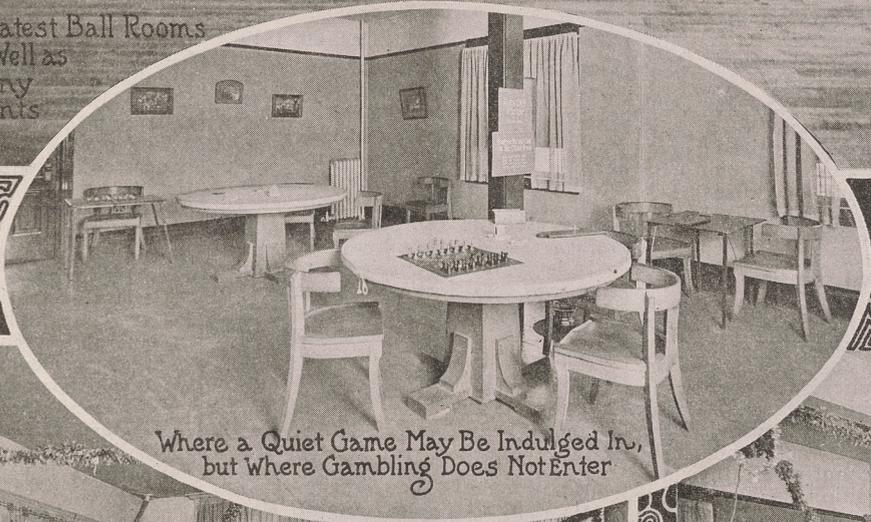
Through the courtesy of Mr. Cook of the Electrical Department, the Club has been presented with 36 volumes of "Proceedings of the American Institution of Electrical Engineers." These books will be placed in the library and will be of great interest to those employes of the Electrical Department and others who are interested in electrical engineering.

PE

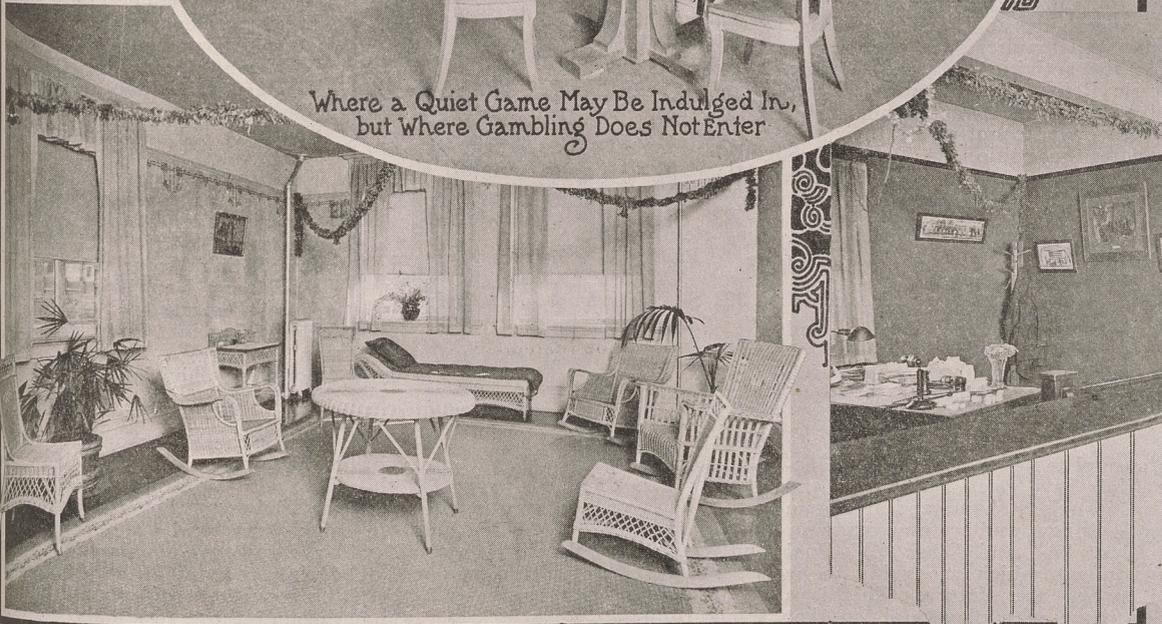
At our Balloon Shower dance given on Thursday evening, December 18th, through the courtesy of Ward's Orange-Crush Company, of 314 West Superior Street, Chicago, with laboratories in Los Angeles, which are the manufacturers of one of the popular drinks on the market today, known as "Orange-Crush," also "Lemon-Crush," all of the members who attended this dance were served with the refreshing and delightful drink, and the number of gallons that were served is very good proof that the drink was enjoyed by all, and in time will become one of the most popular drinks on the market.



One of the Neatest Ball Rooms
in the City, as Well as
Scene of Many
Entertainments



Where a Quiet Game May Be Indulged In,
but Where Gambling Does Not Enter



The Ladies (God Bless 'Em) Have Their Own Cosy Parlor

The Phone and a Place for Parcels
Awaits You at This Office

THE CLUB SANTA CLAUS

The management of the Pacific Electric Club played Santa Claus to the following employes at the Monrovia Sanitarium:

C. D. Noe, 432 West Palms St., Monrovia.

N. J. Lucia, 436 West Palms St., Monrovia.

Thos. Barnes, 432 West Palms St., Monrovia.

C. H. Killian, 432 West Palms St., Monrovia.

C. E. Larivee, 322 So. Heliotrope Ave., Monrovia.

W. E. Bittner, 504 E. Lemon St., Monrovia.

Geo. DeHaan, 750 Ocean View, Monrovia.

Miss Ilna Bateman, 1958 Primrose Ave., South Pasadena.

Also the following at Crocker Street Hospital:

Mrs. J. M. Giles, Mechanical Department.

W. E. Odell, Clerk, Freight & Baggage, Venice.

F. T. Ryder, Conductor.

I. Wickersham, Mechanical Department.

Antone Beggar, Store Department.

Jim McCarthy, Conductor, Northern Division.

William Smith, Engineering Department, Santa Ana.

R. A. Gimmell, Brakeman, Southern Division.

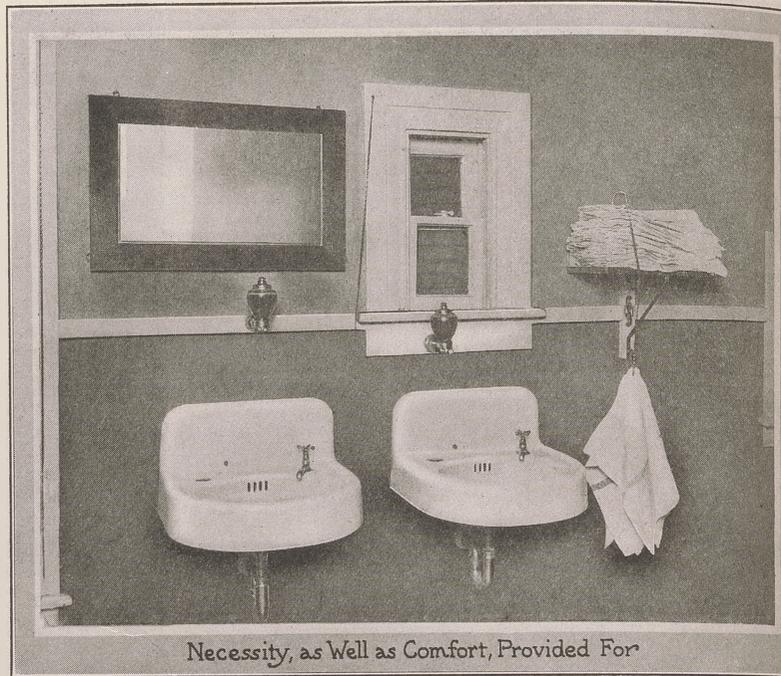
H. H. Hernand, Electrical Dept. (Has since left Hospital).

Fernando Ockoa, Engineering Dept. (Has since left Hospital).

Each of the above received a nice Christmas package, containing the following: 1-lb. box of raisins, 1-lb. box of dates, 1-lb. box of gfs, 1 lb. of walnuts, 1 lb. of almonds, two packages of chewing gum, 2 packages of candied mints and one bag of chocolate candy.

All of them wished to be remembered to their many friends and acquaintances in the Pacific Electric family. All manifested a keen interest in the activities of the Pacific Electric Railway and inquired in regard to many of their friends who seem to have forgotten of their unfortunate condition. To those friends, if they could but realize what a little note of cheer means to them, we believe that they would be remembered many, many times. Suggest to those friends that if they can find time to call or send word and let them know that they are not forgotten, it will give them more courage and spirit to help win their hard fight for that which we should all be grateful, and which is the biggest Christmas present in the world—good health.

The pool tables at the Pacific Electric Club have been re-covered and put in first-class shape, and are again as good as new, and are now ready for the Class "A" and Class "B" Pool Tournaments which are going to be held in the near future. This is a tip to those who play pool, so that they can get in shape for the tournament, which will be announced later. Enrollment can be made at the Club now.



Necessity, as Well as Comfort, Provided For

APPRECIATIVE

Monrovia, Calif.,
Dec. 26, 1919.

Dear Santa Claus, Mort,

Just a few words to let you know of the happiness and good cheer that resulted from your kind visit to my house Xmas eve. The goodies that you left were of the finest and best in the land, and my wife and self enjoyed them to the utmost. And we return thanks a hundredfold.

It is certainly cheering to know that we, less fortunate members of the "P. E. family," are still in the hearts and minds of our brothers at home.

We also received today your beautiful card containing the holiday greetings and wishes for which we are very grateful.

Please convey to the Club and the entire Pacific Electric family, our best wishes for a successful, Happy New Year, and may all your future efforts be crowned with success, as they richly deserve.

Faithfully and truly yours,
C. Ed. Larivee and Wife.
322 So. Heliotrope, Monrovia.

Monrovia, Calif.,
Dec. 28, 1919.

Mr. C. M. Stuart,
Los Angeles, Calif.

Dear Mr. Stuart:
Please accept our thanks for your good wishes and also again for the nice things you left with us when you were here. Everything was just fine and was thoroughly enjoyed by all of us. Please convey to the members of the Club our appreciation of their thoughtfulness.

With best wishes for the New Year, I am,

Yours sincerely,
G. DeHaan.

SAVE YOUR OLD PAPERS!

The Club management most urgently requests you to save your old papers and when a reasonable quantity has been accumulated, telephone Club—Main 8800—and they will be called for.

The proceeds from the sale of old papers collected will be applied to the Emergency Relief Fund of the Club.

The following Departments now have 100% membership in the Pacific Electric Club:

- General Superintendent's Office.
- General Freight Office.
- General Passenger Office
- Treasury Department.
- Claim Department.
- Efficiency Bureau.
- Western Division Superintendent's Office.
- Southern Division Superintendent's Office.
- Uniform Department.
- Car Service Agent's Department.
- Superintendent of Employment's Department.
- Purchasing Department.
- Stationery Department.
- Legal Department.
- Train Service Instruction Department.
- Southern Division Terminals.
- Western Division Terminals.

Through the co-operation of the management of the Pacific Electric Club with Major Henry W. Edmunds, the Club was able to secure two very much treasured photographs of the large railway terminals in Belgium during the actual bombardment and the movement of troops under fire through these terminals. The Club will have these pictures framed and will be placed in the lobby, where they will be on view for all of the members of the Pacific Electric Club.



"I reckon I'm to blame ma'am"
DUSTIN FARNUM in "The Virginian"
A Paramount Picture

THE CLUB'S "MOVIE" NIGHT

The next big Pacific Electric "Movie" show will be held on Tuesday night, January 27th, at 8:15 p. m. There has been secured the best pictures for this show of any show that has been given. The program is as follows:

- Bray Pictograph, "Bobby Bumps."
- Mack Sennett Comedy, "Her First Mistake."
- Burton Holmes Travelogue, "Upper Parana."
- Dustin Farnum in "The Virginian," a five-reel feature.

Cast and Story of "The Virginian"
 Starring Dustin Farnum, a Photoplay of Exceptional Dramatic Power and Heart Appeal

THE CAST

- The Virginian.....Dustin Farnum
- Molly Wood, a teacher.....
-Winifred Kingston
- Trampas, a rustler.....Billy Elmer
- Mr. Ogden.....Monroe Salisbury
- Mrs. Ogden.....Anita King
- Uncle Hughy.....Sydney Deane
- Lyn Mclean.....Hosea Steelman
- Shorty.....Tex Driscoll
- Spanish Ed.....H. B. Carpenter
- Balsam.....Dick La Reno
- Steve.....Jack Johnstone

The Virginian, so-called for his native state, goes west and becomes a free lance cowboy. Securing a job at Bear Creek, his happy disposition and amiability earn for him a host of friends. He comes in contact with Steve, an old friend, and the two are instrumental in perpetrating many practical jokes upon the other members of the camp. During one of

these the Virginian encounters Trampas, the local bully and bad man of the community, and the Virginian makes him "back down."

At the same time Molly, a trite, lovely girl from Vermont, opens a school in the West and comes to her destination via the Overland Stage. The Virginian enters her life by rescuing her from the coach after the drunken driver wanders off the trail. At a barbecue the Virginian proposes to her, but is rejected. Trampas, who has made vile comments on Molly is forced by the Virginian to eat his words.

Steve and Trampas are friends with the gang of cattle thieves who have been ravaging the community; and the Virginian is selected by the cattlemen to hunt down the rustlers. Steve and Spanish Ed are captured, and despite the Virginian's fondness for Steve, stern duty compels him to dispose of them by the Western method, and Steve and Ed are hanged.

Trampas, who has succeeded in escaping the posse, reaches an Indian camp and incites them to kill his enemies. The Virginian is severely wounded in the fight which ensues and is left by the Indians as dead. Molly goes in search of her rescuer, whom she thinks dead, but finds him in the nick of time and takes him to her cabin, where she brings him back to health. During that period of convalescence, Molly realizes that the Virginian is the man of her heart and she promises to marry him.

Trampas, thinking that the Virginian is dead, summons up courage

and goes back to town. His unequalled nerve astonishes all the people, for they have already realized what his position will be when his deadly enemy learns of his reappearance.

When the Virginian does hear of Trampas' appearance in town he sends him a message that he will kill him on sight. Seeking Trampas out, he meets him in the street. An exciting duel begins and the Virginian makes Trampas pay the penalty that he rightfully deserves.

As all just people who have served their fellow men reap their reward, so the Virginian received his. He and Molly take up the thread of their dreams in peace and are justly compensated for their hard work. True happiness enters into their lives as they begin to unwind the dreams of their youth.

"Her First Mistake"

Screaming Comedy
 New Paramount-Mack Sennett Film
 Is Delightful

THE CAST

- Louise Fazenda.....A Hired Girl
- Chester Conklin.....Star Boarder
- Myrtle Lind.....From the City
- Gene Rogers.....A Father
- Laura LaVarnie.....A Mother
- Paddy McGuire.....A Simple Lover
- Little Davy.....A Baby
- Teddy.....A Dog—His Pal

Paddy McGuire, an awkward farm hand, loves Louise, the hired girl. She is not averse to marriage, but when Conklin, the star boarder, gets soap in his eyes while shaving and yells for a towel, he starts a romantic

wrangle. Louise fetches the towel, and on seeing her, Conklin agrees with himself that she will make a fine cook for him and he proposes to her on the spot. He looks better to Louise than Paddy, and she accepts him and hands Paddy's ring back.

Myrtle Lind, daughter of the boarding house keeper, arrives from boarding school and when Paddy sees her he resolves to give her the ring he had previously given Louise. When Chester sees Myrtle, he concludes that only fools fail to change their minds, and he prepares to elope with Myrtle. Louise and Paddy look through a keyhole and what they see makes them furiously jealous. Chester and Myrtle slip out of the house and a merry chase is begun.

At this juncture, the baby crawls into the dog house. The child crawls out again just as the dog, desirous of taking part in the chase, drags the doghouse down to and into the river. Everybody, believing the child to be in the doghouse, gets excited and rush to the rescue until Ma LaVarnie appears with the child in her arms. Chester and Louise are banished. The Sennett trained animals do some remarkable work, the roosters, hens and dog being especially fine.

PE

The Pacific Electric Band is going to be one of the big musical features at the San Bernardino Orange Show. The band is now rehearsing programs to be played in the afternoon and evening. All employes of the Company who are musically inclined and have had experience in playing in bands are invited to attend the rehearsals, which are held at the Pacific Electric Club every Monday evening at 8:15 o'clock.

It will be necessary that all members of the Band attend all rehearsals up to the date of going to San Bernardino for the Orange Show.

PE

The management of the Club wishes to call attention again to all members of the Club that new membership cards for 1920 have been mailed to each and every member over two weeks ago, and if any member has not received his card to date, he should make inquiry of the head of his department for the same. After making a thorough inquiry and you cannot locate the letter containing your membership card, the matter then should be taken up with the Club, and either a new card will be issued or the old one traced to see if it cannot be located.

PE

It is very much desired at this time on account of the cold weather that all who have clothing or any articles of wearing apparel that is not used and is laying around the house, that they notify the Club in order that it may be collected and distributed to those less fortunate of our company who do not have the necessary wearing apparel to keep them warm during these cold and rainy days.

PACIFIC ELECTRIC RAILWAY COMPANY
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME
ACCOUNTS—NOVEMBER, 1919

Passenger Revenues	\$651,980.86
Freight and Switching Revenue.....	206,846.33
Other Revenue	44,665.93

Total Railway Operating Income.....\$903,493.12

Operating Expenses

Way and Structures:		
Wages	\$ 50,660.72	
Material, Supplies, Etc.	13,177.60	\$ 63,838.32

Equipment:		
Wages	\$ 85,940.65	
Material, Supplies, Etc.	39,937.34	\$125,877.99

Power:		
Wages	\$ 21,365.55	
Material, Supplies, Power Purch., Etc.	78,346.90	\$ 99,712.45

Conducting Transportation:		
Wages	\$299,940.61	
Material, Supplies, Etc.	37,683.13	\$337,623.74

Traffic:		
Wages	\$ 4,737.30	
Advertising and Mat'l, Supplies, Etc.	9,929.55	\$ 14,666.85

General and Miscellaneous:		
Wages	\$ 40,815.42	
Injuries, Damages, Mat'l, Sup., Etc...	48,854.77	\$ 89,670.19

Total Railway Operating Expenses:		
Wages as above	\$503,460.25	
Other Charges as above.....	227,929.29	\$731,389.54

Transportation for Investment—Credit...	1,321.41	\$730,068.13
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Revenue Less Operating Expenses.....	\$173,424.99
Depreciation	\$ 19,505.06
Taxes Assignable to Railway Operations.....	52,891.73

Total Depreciation and Taxes.....\$ 72,396.79

Revenue Less Operating Expenses, Dep. and Taxes.....	\$101,028.20
Non-Operating Revenue	4,242.69

Net Revenue

Interest on Bonds and Other Debt.....	\$291,385.11
Rents and Miscellaneous Income Deductions.....	35,359.19

Total Deductions

	\$326,744.30
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Net Loss

	\$221,473.41
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Net Loss—Eleven months ended November 30, 1919.....\$2,381,107.77

H. A. CULLODEN, Auditor.

Los Angeles, California, December 22, 1919.

VISITATION OF THE STORK

Information comes to the magazine of the arrival of two new members of the Pacific Electric family.

Mr. and Mrs. J. L. Adams of the Northern Division, announce the arrival of a 9½-pound baby girl at their home on December 16th; all parties concerned doing nicely. Mr. Adams is a conductor on the Northern Division.

PE

Mr. and Mrs. Milo E. Gilbert announce the arrival of an 8¼-pound boy at their home in Burbank on December 22nd. The mother and child are getting along nicely and father recovering slowly. Mr. Gilbert is our Agent at Burbank.

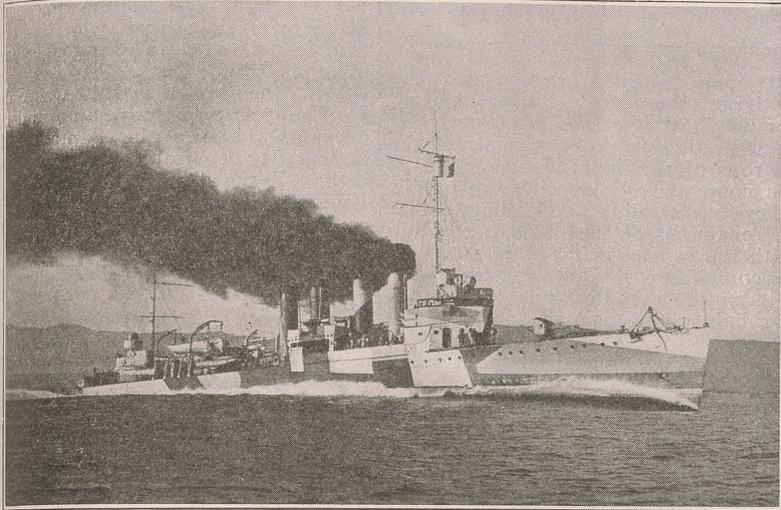
OBITUARY

Mr. Oliver J. Myers, Substation Operator in the Electrical Department, died at the Crocker Street Hospital on the morning of January 6th as result of injuries received January 5th at San Bernardino. Mr. Myers has been in the continuous employ of the Pacific Electric Railway Company since July, 1918, and has always enjoyed the highest reputation for loyalty, conscientiousness and attention to duty. Mr. Myers was a native of Lyons, Ia., and was 46 years of age.

Mr. George R. Butler, line foreman on the Western Division, died at his home in South Hollywood December 12th after a short illness. Mr. Butler had been with the company but a short while but was well known in Los Angeles, having been formerly with the Los Angeles Railway Company for a number of years.

MECHANICAL DEPARTMENT NOTES

C. A. MILLS, ASSOCIATE EDITOR



SOME SPEED IN THE NAVY

In writing this article it will readily be noticed that it is quite a change from the usual articles generally found in a railway magazine, and, therefore, may be of considerable interest to the readers.

The photograph shown is one of the new type of flush deck torpedo boat destroyers, painted in dazzling effect for war purpose, and when the photo was taken, the vessel was making about forty-one miles per hour, or exactly 35.4 knots per hour.

This type of war craft is about 330 feet long and 30 feet beam, fitted with four 6-inch guns and twelve above-water torpedo tubes, carries a war crew of about one hundred and thirty men, fitted with a laundry and refrigerator machine, and has a cruising radius of about 2000 miles at twenty-two knots continuous speed.

The propelling equipment is of the most modern type, being of the Parsons Compound Turbine, with reduction gear to the propeller shaft, one complete unit for each propeller; the high pressure turbines being of the single effect and the low pressure of the double effect, the propeller shaft running full power at about 430 R. P. M.

Some idea of the power of these vessels may be gained by horse power comparison with the much talked of full electric propelled battle ships, the New Mexico and her sister ship the California, having a combined shaft horse power on the four propellers in each vessel of 2600, while the destroyers have 2800 shaft horse power. The destroyers are capable of making as high as 37.5 knots under extreme forced conditions, while the battle ships under like conditions can make about 22 knots, the difference in speed, however, is readily accounted for in the difference of displacement, being 32000 tons against about 1200

tons. And again taking the total power plant equipment, formerly operated by the Pacific Electric Ry. Co., including the 7th and Alameda, Vineyard, and all other steam power owned by this company in Southern California, would not exceed 25000 H. P.

Steam is supplied from only four water tube boilers capable of developing 7000 H. P. each, at 265 pounds gauge pressure, with twelve burners under each boiler, using the mechanical atomizing system at 200 pounds oil tip pressure. This system while not being the most economical in point of power developed per quantity of oil consumed, is used on sea going vessels on account of absolutely no waste of fresh water due to atomizing by steam pressure, which could easily waste from three to five per cent of the supply of boiler feed water which, especially in boilers of such a high evaporating rate, must be avoided in naval and marine practice. Two of these boilers are capable of driving these vessels 28½ knots, or about one-half power, while the other two are necessary to bring the vessel up to full power, or 35 knots per hour.

The illustration shown was taken off the coast of California, over what is known as the trial course where a series of trials are made, weighing fuel and water at different speeds in order to determine the amount of fuel used per knot at the different speeds, and also to determine the slip of the propellers, which is the difference in per cent of the distance actually traveled by the vessel over the ground and the distance represented by the number of revolutions made by the propeller shaft multiplied by the known pitch of the propellers.

The vessel shown in the photo was built on this coast and launched in seventeen days, and was on her full power test trials in exactly ninety-one days from the day the keel was laid,

this representing one of the fastest war ship deliveries ever made to any navy with a vessel of this power.

Some importance of this type of craft as a fighting unit may be realized when it is stated that about eighty five of this type of vessel were contracted for in the Government and private ship yards on this coast alone, while no doubt at least a like number were contracted for in eastern yards.

Suitable names for these vessels are selected from the names of officers and men of all wars who have performed some meritorious or heroic service to the nation in any of the naval engagements that this country has ever been engaged in, the War of Independence and the late war included. Even our Philippine Colonies have a representative in one of this new type of vessel now completed and in training with a full crew of natives, under instructions of white officers, as a nucleus of a future Philippine Navy, much in the same manner as the British Government are doing with their Australian and Canadian provinces and it is the intention that as soon as this native crew demonstrates that they are capable to man and officer this vessel as well as a modern late type of submarine they will be turned over to them for their operation. This might seem like expecting too much from native Philipinos when twenty-five years ago were classed as South Sea Savages but the writer had several opportunities to observe these brown brothers handling their own vessel, of such tremendous power, almost alone and realized what powerful progress the United States have made in educating savages in twenty-five years time, whose forefathers living only thirty miles from the sea coast of the Philippine Islands, had never even seen the face of a white man of any type.

PE

"ART" JOHNSON LEAVES US!

It is with much regret that the information reaches us of the resignation of Mr. Arthur S. Johnson of the Pay Roll Bureau, a division of the Accounting Department, effective January 15th, 1920.

Mr. Johnson entered the services of the Los Angeles-Pacific Railway Company, prior to 1910 one of the original companies now comprising the Pacific Electric system, January 15th, 1903, as Store Clerk, later serving as Conductor on the line and promoted to Timekeeper. With the consolidation of the lines in 1911, Mr. Johnson was transferred to the Pay Roll Bureau of the Company and for the past three years has been chief of that division.

He leaves this Company to engage in business on his own hook, having just acquired an interest in the Pioneer Nursery at Monrovia, located about one mile south of the Pacific Electric station and directly opposite the Santa Fe station in that city.

The news of Mr. Johnson's resignation will be received with much regret by not only his associates in the Accounting Department, but by his host of friends in every department of the Pacific Electric Company,



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

January 10, 1920

The Magazine is published on the 10th of each month. It aims to print matters of interest and information to employees. Items of general interest are solicited and should be addressed to THE PACIFIC ELECTRIC MAGAZINE, Pacific Electric Building, Los Angeles. Contributions should reach this office not later than first of each month.

NECESSITY FOR DISCIPLINE

It would be well, were it possible, to write of nothing except commendation for good services rendered and some would probably say that commendation could not be rendered employees and embrace therein also the subject of "discipline." But if we stop and reflect upon these two words, the conclusion must be reached that without discipline, seldom, if ever, can commendation be given, and in no other industry is discipline a more essential factor than in the railway business.

The thought of the combined words comes home very forcibly to the executives of this Company in connection with our New Year's business to Pasadena and its Tournament of Roses, at which time approximately 40,000 passengers were transported between Los Angeles and the site of these festivities. One would naturally conjecture that with this volume of business the earnings for the day would be indeed very satisfactory, as they would, were it not for that element of risk which is constantly present, and which issue manifests itself much in proportion to traffic handled. It was discipline and its practice, which means co-operation under rules of order maintained by this Company, that moved this mass of patrons in safety from Los Angeles to Pasadena; it was following the dictates of discipline that created the wonderful piece of co-operative work performed by the transportation employees and employees of the other departments who coordinated in this work. But it was the lack of obedience to the requirements of discipline, (which may be properly termed carelessness) upon the part of one employee that caused an accident at the foot of California Street in Pasadena which will possibly cost the Company as much, or more, than the net revenue derived from the transportation of this big volume of passengers.

This will, in a measure, illustrate why it is so hard to commend those worthy of commendation because of their adherence to discipline, when the fault of one who does not practice it wrecks the fabric created by many others.

The management desires to most heartily commend all of those, who by their acts and in adherence to just and proper rules of operation, so successfully handled the flood-tide of humanity on January 1st. But a word of caution is given with this commendation, that we in our joy over this achievement, become not careless and undo the good work already done.

In the administration of our affairs it is necessary that discipline be enforced coolly, equably, yet firmly, and not always does the word discipl-

line apply solely to operative features of large magnitude. The train crew, for instance, who fails to properly set their head signs on cars, misleads the patrons of the line and makes out of his company a joke with the public, whereas discipline would dictate that the changing of head boards to align with the run to be made, is a rule to be complied with and a matter of detail for the crew, as much as changing controller ends and turning the trolley.

During the past few months many men have sought and obtained employment with this Company; a large proportion of them will remain for years, but another proposition will fail to recognize their obligation to the Company and to the public, which obligations are plainly told and printed in discipline, and will leave our employment. A great many have already been sent out to other fields of endeavor because of non-observance of rules; others will follow from time to time in proportion as they fail to adapt themselves to the methods of the Company and its rules of operation.

In view of the laudable manner in which our affairs were handled on January 1st, we have every reason to feel that the employees are awake to the necessity of closer observation, and application of rules and better co-operation in every detail of their work.

Again complimenting all concerned for their splendid activities in Company interests, both recently and in the past, and soliciting a more intensive application to work and details, I remain,

Yours very truly,
H. B. TITCOMB,
Vice-President.

CONDUCTORS RECEIVE WAR SAVINGS STAMPS FOR PICKING UP MISUSED PASSES

Some time ago the management offered War Saving Stamps to Conductors picking up passes being improperly used in any manner, including passes being used by other than those to whom issued; these War Saving Stamps at the present time are worth \$4.23 each.

Recently the following Conductors have received Stamps:

R. B. Cunningham, Western Division.

H. U. Emory, Southern Division, (2 stamps).

M. M. Williams, Northern Division.

Passes should be used only in the manner specified by such passes and only the person to whom issued; the management is giving this reward in order to insure the proper use of same.

TRAFFIC DEPARTMENT CHANGES

On January 1st several changes occurred in the Passenger Department staff, as follows:

C. H. Jones, Agent at Riverside, becomes General Agent, Eastern District at San Bernardino, succeeding Mr. Edwin H. Sharpe, who has been transferred to the Passenger Department as Chief Clerk.

Mr. Jones, prior to 1913 was Santa Fe Agent at San Bernardino and had previously served the Santa Fe interests as Telegraph Operator, both at San Bernardino and Rialto and as Freight Cashier at Redlands. He came to the Pacific Electric Company in 1913 as Agent at Riverside and his promotion reflects his efficiency and worth to this Company as one of its representatives.

Mr. R. M. Holcomb resigned effective January 1st, 1920, to accept position as Cashier of a bank at his former home in Oklahoma, leaving for the new position with his wife on January 1st. Mr. Holcomb entered the services of the Pacific Electric in the Auditing Department on April 1st, 1911, becoming a Rate Clerk in the General Passenger Dept. on Oct. 1st, 1915, and in November, 1916, was promoted to Chief Clerk of the department, his place now being succeeded by Mr. E. H. Sharpe.

"Genial Bob" leaves a host of friends with this Company and in this community, who wish him every prosperity in his new line of endeavor. Just before leaving the city he was the guest of honor at a dinner party given at the Roma Cafe and during the dinner was the recipient of a small mark of esteem from his fellow workers.

Mr. E. H. Sharpe, who becomes Chief Clerk of the Passenger Department, to succeed Mr. Holcomb, is one of our best known young men and has during his service with this Company surrounded himself by many friends both within and without the Company. He began with the Pacific Electric Company in February, 1912, as a stenographer in the Traffic Department, became successively Tariff Clerk, Rate Clerk and Chief Clerk in the General Freight Department, where he remained until December 15th, 1917, at which time he was sent to San Bernardino as General Agent, Eastern District. His work, prior to entering the Traffic Department, began July 1st, 1908, and from that time until 1912, he served as Rate Clerk, Stenographer, Corresponding Secretary's Clerk and in the Refrigerating Branch of the Northern Pacific Railway at St. Paul, (General Freight Department).

C. W. Montgomery, formerly Lieutenant in the Aviation Corps, has received certificate certifying that he has fulfilled all of the conditions required by the "Federation Aeronautique Internationale" for an aviator pilot and was brevetted as such Nov. 26, 1919, by the Aero Club of America.

Transportation Department Meetings

MINUTES OF THE NORTHERN DIVISION TRANSPORTATION MEETING

Los Angeles, Cal., December 16.

The regular monthly meeting of the Northern Division trainmen was held at the P. E. Club on the above date, meeting being called to order at 8:00 p. m. by Chairman Polk, with the following officials and 45 trainmen present:

A. C. Bradley, C. H. Belt, H. E. Rodenhouse, F. E. Peachey, A. S. Kujerna, A. P. Smith, W. B. Foote, and Student Instructors Wagner, Carrier and Mills.

Minutes of previous meeting were read and approved; also minutes of outside meetings at Pomona and Riverside read and discussed.

Communication from Motorman E. M. Gardner requesting that trainmen bring in fenders that are damaged in accident and have to be taken over.

Disposition: It was decided that they were too cumbersome to place on front platforms of trains and that conductors notify dispatcher who would order some express or freight train crew to bring them in.

By Motorman E. Prather, that considerable delay is caused by freight trains blocking the local track at 9th and Tennessee so that inbound Watts cars bunch up.

Disposition: Mr. Bradley to take up with Mr. Davis to see if some means can be arranged to avoid this delay.

Suggested that freight conductors advise the towerman at Amoco so that he can route Watts cars over inbound main line.

By Motorman Prather, that San Diego cars 410 class be geared high enough so as to make the schedule. They are equipped with four motors and should be made to run as fast as 480 class cars; at present they are a detriment to line.

Disposition: Mr. Bradley to take up with Mr. Small to see if can be arranged.

By Conductor Riordan, that signal appliances on cars are not equipped and lanterns and markers will not stay lighted; this was the sentiment of all trainmen present.

Disposition: Mr. Bradley to request Mr. Small to put same in shape and procure better signal oil if possible.

By G. W. Farris, that switch lights were also in bad shape, that he had lighted several in the past two weeks.

Disposition: Mr. Bradley to take same up with Mr. Johnson.

By Mr. Briggs, Mechanical Department, that Trainmen handling the air trolleys, when same are defective, frequently pull out the plug in base and lose it.

Disposition: Referred to Mr. Briggs to see if cap could be chained or a receptacle provided.

By Motorman Hooper, that in his judgment there were too many stops between Claremont and Upland.

Disposition: Mr. Bradley stated

that stops were placed when we were running a local service between Pomona and Upland, and now that this service was eliminated he would take up with Mr. Smith and see what could be done toward doing away with some of the stops.

There being no further business, meeting adjourned at 9:15 p. m.

C. H. BELT, Secretary.

Riverside, December 8th, 1919.

Trainmen of the Eastern Lines, Northern Division, met in regular session, on the above date, at Riverside, Assistant Superintendent Peachey calling the meeting to order at 7:30 p. m.

In the selection of chairman, Messrs. Finley, McLean and Woods were placed in nomination, and ballot being taken, Mr. Finley received a majority of the votes cast, to serve for the ensuing three months.

It was moved and seconded that Mr. Grace act as secretary, whenever convenient to be present. The motion carried.

The Secretary explained the objects of the meetings to be held at outside points for the benefit of those who found it inconvenient to attend the regular division meetings at Los Angeles on account of the distance.

The following recommendations and suggestions were submitted:

That the trolley catchers are placed too high on most of the local equipment, making it almost impossible for conductors to turn trolleys without considerable delay. Should be located so as to be handled from the ground.

Disposition: Will be referred direct to Mechanical Department for attention.

That trees on Magnolia Avenue, Riverside, are too close to track, interfering with freight movements. Several instances mentioned where roof of large foreign box cars had been badly damaged.

Disposition: Referred to Maintenance of Way Department to provide proper clearance if possible.

That curtains on car doors should be arranged that they will roll up when door slides back. As now installed, when door is open curtain obscures view of rear steps when conductor is inside of car. Painted glass in door causes some difficulty in watching steps.

Disposition: Referred to regular meeting for general discussion.

That some means be provided for keeping rails sanded on Corona line between Magnolia Junction and Tyler, account steep grade, and track bordered with pepper trees. On many occasions it takes three or four hours to make trip, due to slippery rail.

Suggested that a trackwalker be employed to make about two round trips per day to sand rails; expense would be more than offset by expense of delays now occurring, in addition to eliminating hazard of accident.

Disposition: Referred to Mr. Bradley to take up.

That part of the equipment is provided with train number indicators, but these are not always kept in order and lead to confusion.

Recommended that indicators be provided on all cars and that they be kept in proper order so as to be of use.

Disposition: Referred to general meeting for discussion and action.

That more attention be paid to cleaning upholstered seat backs and cushions of 1200 class cars. Should be cleaned regularly with vacuum cleaner. Considerable complaint from passengers.

Disposition: Referred to general meeting for discussion and action.

That hood destination signs on much of the equipment is in bad shape; glass gets broken by trolley tripping violently, and broken glass cuts and tears the sign; gears do not mesh, and consequently there is trouble and delay in changing the sign when required.

Disposition: Referred to general meeting for action.

That the single bar gates on 400 class cars be changed to double bars; passengers fail to notice them and get hurt. Also attention is called to spring catch on many gates not being smoothly finished, resulting in trainmen cutting their hands when opening gates.

Disposition: Referred to general meeting for action.

That heaters be connected up on 350 class cars. It is understood heaters are in place but not connected.

Disposition: Referred to Mr. Bradley to take up.

That the motorman's gongs on 350 class cars are too light and cannot be heard sufficiently to afford a proper and distinct warning.

Disposition: Referred to Division Safety Committee for attention.

That passenger "car stop" signs on Brockton Avenue are in need of painting.

Disposition: Referred to Maintenance of Way Department for attention.

That derrails at various points need repainting; at Congress and Poole; and at cut-off, Riverside-Redlands line.

Disposition: Referred to Maintenance of Way Department for attention.

That derail be taken out on cut off track leading from Market Street to Lacodonia as track now under lease, is no longer used.

Disposition: Referred to Maintenance of Way Department for attention.

That a two-car spur track be installed on Arrowhead line at Highland Avenue and B Street, to save delays in operation.

Disposition: Referred to Mr. Bradley to take up with management.

That toilet conveniences be provided at Highland Avenue and B. Street, Colton-Arrowhead line. Privileges allowed prior to strike have been withdrawn.

Disposition: Referred to Mr. Bradley for attention.

That free freight allowance on household goods, instead of half rates, be granted in cases where men are bumped off of runs at outside points and have to bid in runs elsewhere.

Disposition: Referred to the general meeting for action.

That some arrangement be made to provide trainmen's room with recreation features, at San Bernardino. There is a vacant room in S. P. depot now devoted to storing janitor's brooms and mops.

Disposition: Referred to Mr. Bradley to take up.

That runs be arranged to start out of Riverside, wherever possible, account labor sentiment at San Bernardino. Only two men stuck with the Company at San Bernardino.

Disposition: Mr. Peachey will take the matter under advisement.

That since Brockton Avenue line discontinued, certain trains on Corona line are very heavy, and it is impossible to make the schedule, which should allow longer running time between Madison and Tibbetts.

Disposition: Mr. Peachey will have the matter in mind when next schedule is arranged.

That much delay and inconvenience is due to lack of track facilities at carhouse, San Bernardino; there being but one lead out of carhouse, which is blocked frequently by cars loading newspapers.

Disposition: Mr. Peachey will look into the situation and see what should be done.

That some arrangement be made to provide adequate trainmen's room at Riverside, with recreation features, same as at some other outside points.

Disposition: Referred to Mr. Bradley to take up.

That some device similar to types used for cleaning automobile windshields be installed on motorman's window, 1200 class cars, and other equipment used in high speed service. Difficulty experienced in observing signals, etc., during rainy and foggy weather.

Disposition: Referred to Central Safety Committee for consideration.

That headlights on 500 class cars are being neglected in way of necessary cleaning. Under existing conditions, they are not efficient.

Disposition: Referred to Mechanical Department for attention.

That low spots in yard at First and Main Streets, Riverside, be filled in account inconvenience suffered from mud and water during rainy weather.

Disposition: Referred to Maintenance of Way Department for necessary attention.

That trainmen could save many delays in they would call up dispatcher from 'phone box at Palmyrita for orders.

Disposition: Mr. Peachey will take the matter up.

That the Company issue a pamphlet covering correct method of using telephone, so as to secure better service in train dispatching and reduce delays in getting orders.

Copy of such instructions as are in use on Louisville & Nashville R. R. is submitted by Mr. Woods.

Disposition: Referred to division



PUZZLE: Find the Fellow Who Doesn't Belong

meeting for discussion and action.

That dispatchers be authorized to notify substation operators when heavy load is in sight so that machines may be put on line. Would be necessary to install alarm gongs, in connection with telephone bell, as latter cannot be heard by operator account noise of machinery.

Disposition: Referred to division meeting for its information and action.

That instructions be issued to substation operator at Rialto not to take machine off of line until conductor reports car is in clear.

On night of 7th instant, power went off and car was stalled. There is also much trouble due to low voltage.

Disposition: Referred to Electrical Department for attention.

That towerman at Bloomington frequently fails to clear home signal, necessitating trains coming to stop, although no train in sight or due on opposing route, towerman apparently not at his post in some cases and flag has to be sent out to protect while train is waiting to be cleared.

Disposition: Referred to Mr. Bradley to take up with Southern Pacific Company.

That arrangements be made for shelter at phone and train register booths, to protect men getting orders and registering during rainy weather.

Disposition: Referred to division meeting for discussion and action.

It was moved and seconded that

the meetings in future be held on the second Tuesday of each month, at 7:30 p. m., alternating at Riverside and San Bernardino; the next meeting to be held at San Bernardino.

There being no further business before the meeting, adjourned at 10:15 p. m.

G. H. GRACE,
Secretary.

Pomona, December 10th, 1919.

The trainmen, with headquarters at Pomona, held their first meeting on the above date, Mr. Foote calling the meeting to order at 10:00 a. m.

There were eighteen men present. Mr. Grace explained the objects of the meeting.

Conductor R. B. Snedaker was the only nominee for chairman, and was duly elected by acclamation, to serve for three months.

The following suggestions and recommendations were made:

That a trainmen's room and lockers be provided at Pomona. A small company dwelling near Pomona junction might be moved, and with the removal of some partitions, would serve the purpose.

Disposition: Referred to Mr. Bradley to take up.

That a crossover installed just west of inspection pit, Pomona yard, would save much interruption and delay to local service. It is understood the original plan of the yard trackage included such crossover, but for some reason it was not constructed.

Disposition: Referred to Mr. Bradley to take up.

That a light cluster be provided at San Antonio Avenue, between North Pomona and Claremont, account difficulty in seeing waiting passengers.

Disposition: Referred to Mr. Bradley to take up.

That track is very rough on San Antonio Heights Line and should be repaired. No work done during past four months.

Disposition: Referred to Maintenance of Way Department.

That an S sign be placed on pole, indicating approach to passenger stop between Grand Avenue and Heyler, Covina line; stop is hard to locate.

Disposition: Referred to Maintenance of Way Department.

That spur track switch, at Baranca, should be repaired, is hard to hold when cars being switched; cover is off and opening exposed.

Disposition: Referred to Maintenance of Way Department.

That most of the switch locks on switches and phone boxes on local lines, need overhauling, hard to work. Locks are either out of order or keys are worn out.

Disposition: Referred to Maintenance of Way Department.

That door knobs be provided on doors, inside, 1000 class cars, account delay in opening to replace trolleys, etc. Stub keys not always available and absence of knob is source of trouble.

Disposition: Referred to division meeting, for discussion and action.

That heaters be provided on 170 class cars. It is understood a petition is being circulated among patrons of the lines on which these cars operate.

Disposition: Referred to division meeting for discussion and action.

That regular time be allowed for run 83, out of Pomona, instead of emergency time.

Disposition: Referred to Mr. Bradley to take up.

That regular time be allowed for layover at San Bernardino, 12 to 4 p. m.

Disposition: Referred to Mr. Bradley to take up.

That deadhead time be allowed between Pomona and San Dimas, on San Dimas jigger run. Men cannot live at San Dimas, account no houses available. Suggested that San Dimas car tie up at Pomona each day.

Disposition: Referred to Mr. Bradley to take up.

That in connection with item 1, relative to trainmen's room, plans should include club and recreation features. Under present arrangements, night crews have no access to trainmen's room nor to consult bulletins nor to get supplies. Considerable local talent for orchestra and place to meet and practice would be appreciated, and if consistent, Company to provide some of the instruments.

Disposition: Referred to Mr. Bradley to take up.

That more time should be allowed on run 75; only 20 minutes allowed to sign on and get train ready at Macy Street, whereas it usually requires 30 to 40 minutes.

Disposition: Referred to Mr. Bradley for consideration.

That time should be allowed for signing on run 208; run book only provides for leaving time at 4:00 a. m.

Disposition: Referred to Mr. Bradley for consideration.

That not enough turn around time is allowed at Covina; at present only nine minutes, which is not enough for some hard trips in A. M. and P. M.

Disposition: Mr. Foote will arrange with the next schedule.

That some action be taken to have Southern Pacific freight trains instructed not to take staff at La Verne on Pacific Electric trains schedule. Frequently done, causing delay.

Disposition: Referred to Mr. Bradley for attention.

There being no further business before the meeting, adjourned at 11:30 a. m., to meet subject to call in approximately 30 days.

G. H. GRACE,
Secretary.

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Minutes of the Southern Division Transportation Meeting

Los Angeles, December 16th, 1919.

The regular monthly meeting of the Southern Division trainmen was held on the above date, in the Auditorium, Pacific Electric Club, Chairman Tolle calling to order at 8:00 p. m.

Attendance numbered about 75 trainmen, in addition to the following officers: Asst. General Supt. J. C. McPherson, Superintendent O. P. Davis, Assistant Supt. S. E. Wilson, Trainmaster W. L. Rich, General Passenger Agent O. A. Smith, and other members of division staff.

The minutes of the previous meeting were read and approved; also the minutes of the local meeting held at Long Beach December 12th.

Complaint is made that trainmen's room at 6th and Los Angeles Streets is not kept clean; water runs over floor in rainy weather; also much mud tracked in account lack of drainage in yard. Lack of lockers causes much inconvenience.

Disposition: Mr. McPherson stated that matter of janitor service would be looked into; that necessity of filling in yard would be taken up with Maintenance of Way Department and that lockers would be provided.

Recommended that men bidding in runs be required to work them for thirty days; suggested that all men holding regular runs, lay off three days each month, to allow extra men a chance.

Objection offered that last suggestion not practical account all men needed to fill runs during rush periods.

Mr. McPherson asked for explanation as to how runs were now handled under bid.

Mr. Davis gave the required information.

Disposition: Mr. McCulley moved that bids be opened once each month and that successful bidders be required to work the runs or take the extra board; all runs given up to be put up for bid next month; and that the matter be bulletined calling for a vote from all trainmen.

The motion was duly seconded, and

a rising vote resulted in 38 in favor of and 5 against the motion.

Recommended that chain pull switches at 7th and San Pedro Streets be replaced with lever throw type.

Disposition: Mr. McPherson stated that plan for a rerouting of cars via 9th Street is now under consideration and matter would be taken under advisement until definite routing was decided on.

Recommended that chain pull switch, inbound, at 9th and San Pedro Streets be set for turnout, instead of for straight track.

Disposition: Mr. McPherson stated it was bad practice and dangerous, to have switches normally lined for curve track.

Question presented as to what constituted single track and single track rate of pay. Would Mr. Davis explain?

Disposition: Mr. Davis stated he would issue a bulletin covering the subject.

Complaint made that cars 410, 411 and 412, operated in Watts local service, are geared too low and delay the entire service; cars are four motor type, but have no speed.

Disposition: Mr. Bishop, of the Mechanical Department, stated the cars in question were geared too low and the matter of increasing the gear ratio was now under consideration.

Complaint made that car 400, operated in local service at San Pedro, is too small for the service particularly in rush hours; only seats 32.

Disposition: Mr. Davis will see what can be done to assign a larger one; may be some difficulty account shortage of equipment.

Complaint made that many fare registers are out of order; hard to operate, or do not register.

Disposition: Mr. Davis will take the matter up.

Recommended that motormen operating cab cars be permitted to wear overalls.

Disposition: Subject taken under advisement and carried over for further discussion.

Complaint made that some trains make a practice of passing up passengers between Compton and Watts.

Disposition: Mr. Davis will have the matter checked up.

There being no further business before the meeting, adjourned at 9:15 p. m.

G. H. GRACE, Secretary.

Long Beach, December 12th, 1919.

The Long Beach trainmen met in regular session Friday, December 12th, 1919, Motorman A. D. Tolle calling the meeting to order at 8:00 p. m.

In addition to Superintendent Davis, there were present 45 trainmen.

On regular motion, Mr. Tolle was elected temporary chairman.

Mr. Davis spoke of the objects of the meetings, and expressed the hope that every one would take an interest in them and feel free to bring up any question for discussion affecting his work or interests, that the meetings were solely for them and would result in much benefit if everyone took an interest and would attend them regularly.

The following suggestions and recommendations were presented:

That some method be devised by which interior car lights might be shaded to obviate reflection on motor-man's window.

Disposition: Mr. Davis explained that the subject is already under investigation by Mr. Small, and several types of shades being tried out.

That a switching crew be maintained at Morgan Avenue, between 5 and 10 a. m. and 4 and 9 p. m.

Disposition: Mr. Davis stated if crew was needed it would be put on; Mr. Williams will check the situation, put crew on if necessary.

That when errors in pay occur, and men have to go to Los Angeles to have them adjusted, they be allowed regular time.

Mr. Tolle stated if men would keep accurate list of time, all that is necessary is to send statement to time-keeper and it will be fixed up.

Disposition: Mr. Davis instructed that in cases of error to send statement of time worked, to him and he would take up for adjustment.

That considerable delays occur to passenger trains account having to handle large volume of U. S. mail; suggested that regular mail car be put in service.

Disposition: Mr. Davis stated matter was at option of postoffice department; he believed there would be a mail car put on after first of the year.

That the 6:15 a. m. trip, run 80, is badly delayed by 4 and 5-car San Pedro and Torrance trains running ahead; suggested Long Beach train precede, by making leaving time 6:10 a. m.

Disposition: Mr. Davis will look into the matter.

That time should be allowed men when called up on carpet in case men are not guilty.

Disposition: Mr. Davis stated time should be allowed in such cases.

That the 6:15 a. m. trip, run 80, should consist of two cars instead of one, to accommodate the traffic.

Disposition: Mr. Davis will look into it.

That some attention be given seats in cars; almost impossible to turn some of them; need adjusting or oiling.

Disposition: Referred to Mechanical Department for attention.

That rules be enforced requiring trainmen to be at carhouse or terminal in sufficient time to be ready to leave according to schedule leaving time. Frequently passengers miss connection with other cars, causing complaints against the service. Suggested that trainmen arriving late be put on extra board or night run for a week or ten days, as penalty.

Disposition: Mr. Davis will take matter under advisement; in meantime arrangements be made to have extra men report to protect runs in case of late arrivals.

That safety stop at Main Street, Watts, be eliminated to save delays.

Disposition: Mr. Davis stated safety stop required by ordinance, but city council were arranging to recall it.

That motormen be instructed when

handling two and three car trains from Long Beach, to pull up beyond station, stopping last car at station so as to secure better distribution of passengers, which will result in fewer passengers boarding head car thus leaving more room in that car for pick-ups between terminals as they usually all board the head car.

Disposition: Mr. Williams will check the situation and take proper action.

That crews bidding in runs be required to work such run for at least 30 days.

Mr. Davis stated such procedure would interfere with exercise of seniority privilege; men should have right to withdraw bids any time before bids are closed and run assigned.

Disposition: Mr. Davis ruled that under seniority regulations, bids for runs may be changed before assigned, but after assignment men will have to work it or take extra board.

That under present time schedules, local cars leave Willowville only one minute ahead of main line trains, with consequent delay to the latter.

Disposition: Mr. Davis stated local schedules should be changed; would take the question under advisement.

That main line trains frequently block the turnout in front of station, Long Beach, with consequent delay to local cars, main line trains should pull up sufficient to clear the turnout.

Disposition: Mr. Williams will arrange to remedy the trouble.

That lockers be provided in trainmen's room, Long Beach, for convenience of trainmen.

Disposition: Mr. Davis will take the matter up.

That fare registers on many cars are out of order; pull cords spliced in wrong place so will not pass through guides when operating.

Disposition: Mr. Davis will take up with fare register repair foreman.

That much annoyance and confusion would be done away with, if "Zaferia" were added to Long Beach exchange checks, if tariff provisions will permit.

Disposition: Referred to Mr. Smith, General Passenger Agent, for such action as may be proper.

It was moved and seconded that Motorman A. D. Tolle be elected chairman to serve for the next three months. Carried.

Moved and seconded that Mr. G. H. Grace be elected Secretary. Carried.

It was moved and seconded that J. B. Murphy be elected delegate to represent the local men at the regular division meeting at Los Angeles, December 16th, 1919. Carried.

There being no further business before the meeting, adjourned at 9:30 p. m., to meet on call.

G. H. GRACE, Secretary.

Minutes of the Western Division Transportation Meeting

The regular monthly trainmen's meeting for the Western Division was held in the Committee Room, Pacific Electric Club, at 7:45 p. m., on the above date, with Mr. W. L. Jenks as Chairman.

Upon motion, the reading of the minutes of the previous meeting was waived, and the question of unfin-

ished business was immediately taken up.

By Mr. Shinabarger: That some kind of shelter be arranged at 6th and Main for Western Division trainmen.

Mr. White stated that the Maintenance of Way Department were making plans at this time; that he had had the matter up with them and that they promised the plans within a day or two for the approval of the Vice-President.

Chairman Jenks states that the first new business that would come up for consideration was the election of a chairman, as his term had expired.

Mr. Croteau nominated Mr. Shangle for chairman. Nomination was seconded by Mr. Morgan, and upon vote, Mr. Shangle was unanimously elected, to take the chair at the next meeting.

By Mr. Jenks: That ten minutes preparatory time be allowed to crews to get cars ready, adjust signs, etc.

Mr. White stated that he thought something should also be allowed for putting car away. Stated that he would look into this matter and advise something definite at the next meeting.

By Mr. Shangle: That many of the men were not posted as to where standard clocks were located and that the clock at Sherman had been out of commission for a few days. Also that men should be required to have standard watches.

Mr. White stated that there is a rule requiring the men to have standard watches and have them examined, but on account of the large number of new men in the service some of them not being able financially to buy a watch that would pass examination, that we had been a little lenient. We have, however, insisted upon all men operating on single track, having standard watches, that they pass regular inspection.

By Mr. Edmonds: That some form of gate be used on Glendale cars so that passengers could not open them and get off from the front end.

Mr. White: This question has been up several times and all cars as they go through the shop, are being fitted with a catch to hold gate in place.

Mr. Jenks: That he thought some of the trouble could be overcome by opening front right gate on outbound trains at Tropical and on inbound trains at Grand Ave. or Olive Street. He stated that the same conditions also prevail on the Venice Short Line.

Mr. White stated that this suggestion had been made before but he understood there was some objection from the Claim Department. He will take it up again with them and advise something at the next meeting.

By Mr. Shangle: That some of the crews, especially on the Van Nuys Line, were somewhat confused in calling in their flagman; that our book of rules provides a signal for calling in flagman from the south or west and also one for calling in flagman from north or east. This confuses new men, especially on the Glendale and Van Nuys Lines. He suggests that the rule be changed to read: "Inbound or Outbound."

Mr. Clark: That a bulletin had been issued some two years ago covering

this point and that he would have the bulletin re-issued for the benefit of the new men.

Mr. Clayton: That the standard clock at Sherman, he believes, is affected by trains passing and that it should be moved to the west wall of the trainmen's room.

Mr. White stated that he would have the matter taken up with the Time Inspector and have the trouble corrected.

By Mr. Clayton: That he would like an expression of opinion from the motormen and conductors employed prior to recent trouble in August and who had remained loyal, with regard to asking the management to grant meritorious passes to themselves and families, the same as is at present given to men with 8 years service.

Mr. Converse stated that he had something of the same kind in mind and thought the old men would appreciate it.

Mr. Clayton moved, seconded by Mr. Converse, that a copy of the Minutes of this meeting containing this request for service passes, be submitted to the management with the hope that it would be considered favorably.

There being no further business, the meeting was adjourned at 9:05 p. m.
W. T. SNYDER, Secretary.

PE

CUPID CAPERS.

Without boasting we can truthfully say that it is not often that anyone can pull anything off on the general superintendent's office force and get away with it without being found out, but it is a long road that has no turning, and there is an exception to every rule.

Furthermore, we have all heard of ladies eloping with their butlers or chauffeurs, but I venture to say that you have never heard of a lady running away with her thumb to get married. This is just what happened to our only remaining widow on December 18th, however, she calmly springing it on us one quiet, peaceful afternoon some ten days later. The perpetrator of this cruel joke is our jolly friend Mrs. Eggleston, now Mrs. Frank E. Herthum, who, after basely deceiving (?) her boss into getting a day off account illness, drove over to Riverside with the man in the case and had the deed performed there. And to think of the perfect faith and trust we had always reposed in her! Alas! that the immortal words of Patrick Henry, "Give me liberty or give me death," should have been uttered in vain, lost on the wind, disclaimfully ignored!

We were in a measure pacified the next day, however, when we sat around a table set for twelve (I have no idea what the twelve stands for) in Petitfils and enjoyed a dainty luncheon, with the new bride as hostess. We all join with the rest of her friends in wishing her happiness and lots of it, also the lucky man.

PE

The letters in the alphabets of the world vary from 12 to 202 in number. The Hawaiian alphabet has the smallest number, the Tartarian the largest.



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AGENTS' ASSOCIATION MEETING

Meeting of the Pacific Electric Railway Agents' Association called to order by Vice-Chairman Kohler on Saturday, Dec. 13, at 8 p. m.

Roll call and absentees noted.

Minutes of previous meeting read and approved.

E. T. Albert made remarks regarding poor attendance of last meeting and stated that while the attendance was better this time there was a very good chance for improvement.

He then took up the matter of freight claims, saying that it was a large subject to handle. Classing them as follows:

Overcharge. Strictly handled by Auditor's office, as handled by steam roads. All claims investigated in various ways and the responsibility placed where it occurred. Read some rules from the book of rules of the Freight Claim Association. Asked that checker show on the waybill the exact feature of the condition of the freight when checked out.

Concealed damage. If over \$50.00 is settled on revenue basis. Less than \$50.00 on mileage basis. No line less than 10 miles. Steamer loss revenue basis.

Located damage settled by carrier where damage occurred.

Mr. Albert stated that the first claim was paid out by the P. E. Sept. 1st, 1904, and for the same month five other claims were paid, a total of \$17.32. October, same year, three claims amounting to \$3.50, and has grown to the present time to 744 for P. E., 27 Visalia, and 34 relief claims, a total of 805. Also stated that the P. E. was paying out for claims at the present time $\frac{1}{2}$ of 1% of freight revenue. Average amount for month, \$1500.00; also said the freight earnings for month of October \$217,000.00.

Says that more care should be used in the handling of car sealing iron; says use P. E. iron and not the express company's sealing iron as it causes trouble in checking up.

Stated that some were still very slack in handling correspondence. Astray freight must be promptly handled. Also spoke on Orient claims.

Nomination of officers for the year: Chairman, Weiber, Mann, Bruce and Steineman. Weiber, Bruce and Steineman withdrew.

Vice-Chairman: Kohler, Batty.

Secretary: Legrand.

Ballot as follows: Chairman, Mann 26, Mee 16. Mann elected. Vice-Chairman, Batty 22, Kohler 14. Batty elected.

Secretary: Legrand.

Communication addressed to Mr. Titcomb read and referred direct to Vice-President of P. E. Resolution and letter read regarding agents' seniority. Moved and carried that next meeting be taken on this subject.

O. A. Smith stated that this matter should be taken up and settled at an early date, and that it was up to the agents to decide. Also stated that the money would be paid during the following week to re-imburse agents for loss of commission during strike.

Mr. Day stated that freight business still on and showing an increase. Mr. Stuart made remarks regarding membership.

No further business, meeting adjourned.

H. L. Legrand, Sec'y.

PE

MORTUARY FUND PAYMENTS

During December, three deaths occurred in the membership of the Mortuary Fund and benefits were paid as follows:

To Mrs. T. W. Elliott, beneficiary of Taylor Wave Elliott of the Electrical Department, \$342.00.

To Mrs. Ruth E. Griffith, mother and beneficiary of Clyde Griffith of the Mechanical Department at Sherman, \$342.00.

To Mrs. Elizabeth Carroll, wife and beneficiary of John Carroll of the Transportation Department, \$470.00.

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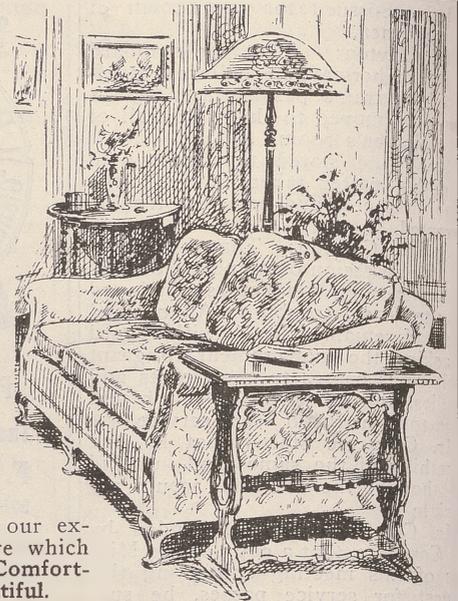
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