



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. SEPTEMBER 10, 1920

No. 4



To THE PORTALS OF "HIKER'S-LAND"
via PACIFIC ELECTRIC RAILWAY

PACIFIC ELECTRIC CLUB AFFAIRS

C.M. STUART, ASSOCIATE EDITOR

CALENDAR

- Friday, Sept. 10—**
Regular Movie Show in Auditorium, 8:00 p. m.
- Saturday, Sept. 11—**
Agents' Association Meeting, 8:00 p. m.
- Monday, Sept. 13—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Wednesday, Sept. 15—**
Northern Division Safety Committee meeting, 2:00 p. m.
- Thursday, Sept. 16—**
Moonlight dance in Auditorium, 8:30 p. m.
- Friday, Sept. 17—**
(a) Regular movie show in Auditorium, 8:00 p. m.
(b) General staff meeting, 10:00 a. m.
- Monday, Sept. 20—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Tuesday, Sept. 21—**
Transportation Department meeting of all divisions at 8:00 p. m. Refreshments served after meeting.
- Thursday, Sept. 23—**
Regular club dance in Auditorium, 8:30 p. m.
- Friday, Sept. 24—**
Regular movie show in Auditorium, 8:00 p. m.
- Monday, Sept. 27—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Tuesday, Sept. 28—**
Departmental meeting of all employees of Signal Department of the Engineering Department, 8:00 p. m.
- Thursday, Sept. 30—**
Masquerade Ball in Auditorium; prizes for ladies and gentlemen; 8:30 p. m.
- Friday, Oct. 1—**
Regular movie show in Auditorium, 8:00 p. m.
- Monday, Oct. 4—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Tuesday, Oct. 5—**
Southern Division Safety Committee meeting, 2:00 p. m.
- Wednesday, Oct. 6—**
P. E. Club Executive Committee meeting, 2:00 p. m.
- Thursday, Oct. 7—**
(a) Novelty Oriental Jazz Dance in Auditorium, 8:30 p. m.
(b) Western Division Safety Committee meeting, 2 p. m.
- Friday, Oct. 8—**
Regular movie show in Auditorium, 8:00 p. m.

The Club is in receipt of a fine specimen of mountain-tree squirrel which was mounted and presented to the Rod and Gun Club section by Mr. W. W. Yeager, freight conductor of the southern division. It may be seen with other trophies on exhibition in the Club room.

ANNUAL CLUB ELECTION

Pursuant to the by-laws the annual election of the Pacific Electric Club was held on August 30th and the following are the officers chosen for the ensuing year:

President S. A. Bishop
Manager C. Mort Stuart

Governing Board

F. L. Annable, F. T. Small, E. C. Johnson, S. H. Anderson, Charles P. Hill, H. L. Wiggam, L. H. Covell, L. L. Pierce, H. Preston, George B. Barklay, L. H. Appel

Executive Committee

General Officers Appointed by the Vice President of the Company

F. L. Annable E. C. Johnson
F. F. Small S. H. Anderson

Members of the Committee from the Various Department Elected to Represent the Employees

General Offices: George H. Payne.
Transportation Department

General Supt's Office: Charles P. Hill
Northern Division:

H. L. Wiggam, E. W. Colpitts, H. L. Young, D. J. Finley, D. W. Dwyer.

Southern Division:

A. O. Williams, F. L. McCulley, T. C. Holyoke, L. H. Covell, H. T. Bennett.

Western Division:

F. G. Volkhart, A. F. Wilkins, L. L. Pierce, W. L. Jenks, J. H. Brigham.

Station Agents—All Divisions: J. R. Johnson.

L. A. Freight House: George W. Orr

Mechanical Department—Torrance: E. H. Pierce, F. Schultz, W. H. Gilbert, J. Richards, H. Preston.

Northern Division Car Repair Shops: I. F. Parker.

Southern Division Car Repair Shops: K. H. Oepfinger, W. T. Drake.

Western Division Car Repair Shops: M. T. Spencer.

L. A. & Redondo Freight Repair Shops: John Whitley.

Accounting Dept.: Earle Moyer.

Electrical Dept.: Thos. H. Ewers, L. H. Appel, E. J. E. Hassenyager.

Engineering Department: H. Brennerman, A. J. Guercio, George B. Barklay.

Purchasing and Store Department: D. J. Tenney.

Real Estate, Tax & Resort Department: W. A. McCammond.

PE

A great many families are availing themselves of the pleasure of the P. E. Camp at the present time and from reservations now on hand there will be a good representation of employees at the Camp until the Camp closes on October 1.

PE

Thomas Newman, who for some time has been acting as Assistant at the Club, has been transferred and is now employed by Mr. Eggeman, in the timekeeper's office.

CLUB COMMITTEE MEETING

August

Pacific Electric Club Executive Committee meeting held at the Club on Wednesday, August 4, was called to order at 2:25 p. m. Mr. Bishop in the chair.

Roll call showed the following absentees: L. H. Wilson, D. B. Woodward, C. J. Button, L. H. Covell, F. L. McCulley, O. L. McKee, H. W. Edmonds, P. H. Mann, C. A. Mills, G. S. Green, M. P. Spencer, J. Whitely, Thos. H. Ewers, H. Brennerman, G. B. Barclay, S. H. Anderson, F. F. Small, and J. C. McPherson.

The minutes of the last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund

Balance on hand June 30...\$ 439.40
Receipts 839.25

Total\$1,278.65
Bills and expenses 20.65

Balance on hand July 31...\$1,258.00

Relief Fund

Balance on hand June 30...\$ 145.69
Receipts 115.73

Total\$ 261.42
Paid out in relief 67.50

Balance on hand, July 31...\$ 193.92

Membership

Manager reported total membership of 3,456, and stated that he had about 200 applications on his desk to O. K.

Mortuary Fund

Manager reported that the last payment under the Mortuary Fund amounted to \$495.50. This amount had been paid to Mrs. Elizabeth Brown.

Mr. Stuart called attention to the P. E. Camp and said that same was running smoothly, having made a permanent change in the superintendency, Mr. C. C. Worley being appointed to that position. Also stated that the camp would remain open until October to accommodate those employees who are unable to be relieved from duty to attend the camp before the formerly fixed date of closing.

Mr. Stuart stated that the moving picture shows and club dances would be continued throughout the rest of the summer, as regardless of the heat they were being well patronized.

Mr. Stuart reported that the Employees' Day at Redondo Beach had been approved by Mr. Titcomb, and had asked the Executive Committee of the Club to formulate plans in that direction.

Relative to restaurant facilities at Torrance, Mr. Stuart said that he had investigated the matter and would take it up further and make a report at the next meeting.

This was the last meeting of the present year, and Mr. Stuart in closing thanked the Committee for its co-operation during the past year.

Unfinished Business

Relative to the P. E. Employees' Day at Redondo, Mr. Stuart appointed the following committee to formulate plans: W. A. McCammond,

chairman; Charles P. Hill; C. A. Mills; E. Moyer, and H. L. Wiggam.

New Business

Mr. Parker recommended that towels be furnished the employees at the car house in Pasadena. Mr. Stuart said he would take the matter up and see if paper towels cannot be supplied there.

Mr. Oefinger called attention to the condition prevailing on account of mica dust in the winding room at Macy, also called attention to the lack of proper ventilation there. Mr. Stuart stated that he would investigate the matter and make report at the next meeting.

There being no further business, meeting adjourned at 3:30 p. m.

PE

September

Pacific Electric Club Executive Committee meeting held at the Club on Wednesday, September 1, was called to order at 2:30 p. m. In the absence of President Bishop Mr. McPherson was appointed chairman pro tem.

Roll call showed the following absentees: H. L. Wiggam, D. J. Finley, T. C. Holyoke, F. Schultz, A. J. Guercio, G. B. Barclay, W. A. McCommond, and F. F. Small.

The minutes of last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund

Balance on hand, July 31.. \$1,258.00
Receipts 804.25

Total \$2,082.25
Bills and expenses 863.53

Balance on hand August 31.. \$1,218.72

Relief Fund

Balance on hand July 31.. \$ 193.92
Receipts 15.00

Total \$ 208.92
Paid out in relief 20.00
Balance on hand August 31.. \$ 188.92

Mortuary Fund

Manager reported no payments made on account of this fund during last month.

Membership

Mr. Stuart reported that the membership was close to 3,600 and stated that with the co-operation of the new committee he had placed the membership goal at 4,000 by the first of the year.

Manager reported that the Employees Day at Redondo was a big success, that between 2,000 and 3,000 were admitted to the dance pavilion and about 800 to the bath-house, during the day. Thanked the committee for its support and help toward making the day a big success.

Relative to restaurant facilities at Torrance, Mr. Stuart stated he had taken the matter up in an endeavor to find a suitable place to start a lunch-counter at Torrance, but the only place that was available was the old temporary wooden mill shop, which was not very desirable. He said he would look into the matter further and make another report at next meeting.

Relative to the condition prevailing in the winding-room at Macy on

account of mica dust and lack of proper ventilation, which was brought up at previous meeting. Dr. Weber had advised Mr. Stuart that he would look into the matter and see what could be done to remedy conditions there.

Manager reported that he had taken care of furnishing towels at the Pasadena car house.

Election of Officers for Ensuing Year

Mr. S. A. Bishop was re-elected president, Mr. C. M. Stuart, manager and Mr. Chas. P. Hill, treasurer.

The following members were appointed on the governing board: F. L. Annable, F. F. Small, E. C. Johnson, S. H. Anderson, H. Preston, L. H. Appel, G. B. Barclay, H. L. Wiggam, L. H. Covell, L. L. Pierce and Chas. P. Hill.

Mr. Stuart informed the committee that a big closing week-end celebration will be held at the P. E. Camp, September 25 and 26, stated that information, etc., will be gotten out in circular form later on.

On motion a rising vote of thanks was extended to President Bishop and Manager Stuart, and Assistant Manager Hill for their efforts during the past year which resulted in the best showing the Club has ever had, both financially and from a membership standpoint, in the history of the Club.

Mr. Stuart welcomed the new executive committee and asked their fullest co-operation during the coming year.

There being no further business the meeting adjourned at 4 p. m.

PE

PACIFIC ELECTRIC EMPLOYEES' DAY

The Pacific Electric Employees, through the kindness and courtesy of the management, had the opportunity extended to them of a day of recreation and pleasure on Saturday, August 28, at Redondo Beach and Urbita Springs Park. Free transportation to Redondo Beach and return, or Urbita Springs and return, from any point on the system, was provided for employees and their dependents, and the privilege of free bathing, dancing, band concerts, solo singing, vaudeville, etc., was extended to all.

There was a carnival ball held at both resorts in the evening, carnival hats and whistles being given away in addition to a serpentine battle and balloon shower. An exhibition dance given by Miss Florence Penny at Redondo Beach and Miss Ruth Leibfried at Urbita Springs, helped to add to the evening's entertainment. Ted Combs, assisted by the Redondo Beach Life Guards, put on a comical stunt in the Redondo Beach Bath House, also swimming races for boys and girls, which were much enjoyed by the big crowd of spectators.

The carnival ball held in the Redondo Beach Dance Pavilion was largely attended, and at times during the evening the dance floor was packed to capacity. Miller's Orchestra rendered some wonderful dance music which made everyone step lively.

EMPLOYEES' EXCURSION

A Mile High "Jinks" and Barbecue to be held at Pacific Electric Camp September 25th and 26th

For some time past, Club Manager Stuart, who is also in charge of the Pacific Electric Camp, has been planning for an employees' outing at our Big Camp in the mountains and we are glad to announce that the arrangements have been completed for an excursion to Camp on Saturday, September 25th, for a two-day outing among the big pines that will indeed be a joyous affair for all employees privileged to attend and for the cost of the trip undoubtedly the limited quota of 100 will be reached very soon after this Magazine appears.

It is contemplated to take the Pacific Electric Band and Orchestra with the party to furnish music, both for dancing and for concerts, and this will add much to the enjoyableness of the occasion.

The Itinerary for the Trip

Saturday, September 25th:

Leave Los Angeles (Special Train) at 1:30 p. m.
Arrive San Bernardino... 3:30 p. m.
Leave San Bernardino... 4:00 p. m.
Arrive P. E. Camp..... 6:00 p. m.
Supper 6:30 p. m.
Dancing 8:00 p. m.
until midnight

Sunday, September 26th:

Breakfast 9:00 a. m.
Dinner-Barbecue 1:30 p. m.
Band Concert 2:30 to 4:00 p. m.
Mrs. May Barlow, Soprano Solist

Jack Watson, Baritone

Buffet Luncheon 5:00 p. m.
Leave Camp 6:00 p. m.
Arrive San Bernardino.. 9:00 p. m.
Arrive Los Angeles..... 11:00 p. m.

Free transportation will be extended by the Management of the Railway to all employees and wholly dependent members of their family from any point on System to San Bernardino and return.

The Mountain Auto Line will provide an Excursion fare from San Bernardino to Camp and return for \$2.50 round trip for adults—children over 5 and under 12 years of age \$1.25 round trip.

Meals and lodging at Camp for the entire period, \$2.00 per person.

This makes the total cost for the outing \$4.50 per person.

On account of limit to camp accommodations, this party, of necessity, is not to exceed 100 persons who will be assigned to lodging facilities in such manner as may prove most feasible to the Camp Management and in order to go on this trip it is absolutely necessary that reservations be made at the Club not later than September 18th.

It is imperative that those going will take with them sufficient quantity of bedding, together with towels and other toilet articles that they will need upon the trip. The bedding should be rolled into a compact bundle and properly tagged with owner's name and address, both on the going and return trip and each

passenger will care for their own luggage both ways.

As before stated this outing will bring a very liberal response from employes many of whom have never visited the Camp and have no knowledge of the wonderful scenic features of the trip or of the joys among the pine woods near Little Bear Lake.

Don't fail to make your reservation early or you will be disappointed.

PE

THIS MONTH'S MOVIES

The calendar of picture shows at the Club for the coming month contains many good things in the film art that will be appreciated by all club patrons, movie nights being September 3rd, 10th, 17th and 24th.

A digest of the shows is as follows:

September 3rd — Main Feature: Enid Bennett in "Stepping Out." Goodbye scrubbing brush! So long, pots and pans! Never again! You ought to see Enid Bennett tame a frivolous husband, and make him come off his high horse, and makes hubby wish he had never left his happy home.

Mack Sennett Comedy

"SALOME VS. SHENANDOAH"

Featuring Ben Turpin

Paramount Magazine Pictorial—Illustrated Song, "Down the Trail to Home Sweet Home"; Remarks by One of the General Officers

September 10th — Main Feature: Jack Holt in "The Life Line," Maurice Tourneur's powerful production. Fascinating scenes of the gypsy trail, of the London underworld, of a storm and shipwreck at sea; love, crime, mystery—all, true to life, in this towering screen romance. See the awe-inspiring fire scenes. See the great ocean liner shattered on the rocks. See the terror, the desperation, the daring rescues. Don't miss "The Life Line."

Fatty Arbuckle Comedy in "THE GARAGE"

If you own a car you'll roar.

If you don't own a car, you'll have as much fun as though you did.

More enjoyment in this two-reel comedy than in a two-hour spin through the country.

Let "Fatty" fix what's wrong with you.

Illustrated Song, "Honolulu Eyes" Remarks by One of the General Officers

September 17th — Main Feature: Charles Ray in "Paris Green." He had spent one crowded hour in Paris! Then home again with his medal for valor; and the town folks cheering—and the band playing—and the little mother softly weeping and holding him tight—and Dad so proud, and blowing his nose to beat all And the big barn dance, where the girl who promised to wait turns to another—and the boy, despairing, rushes away to forget. But during that hour in Paris he had met a regular girl. Why did she come so soon to Quigley Corners? Why did a couple of smooth-tongued gentlemen—

It's a soul filling romance of real folks, with all the charm and human

appeal that only Charles Ray can give.

Al St. John Comedy, "Ship Ahoy!" Paramount Magazine Pictorial Illustrated Song, "I Don't Have to Die to Go to Heaven" Remarks by One of the General Officers

September 24th — Main Feature: Dorothy Gish in "Mary Ellen Comes to Town." A long, long step from a town that slept

To New York's gay White Way; A swift, swift drop, from a "sody" shop

To a naughty cabaret.

But Mary knew a thing or two; Did she "show" 'em? Oh, boy! say! She's with us again! The funniest girl on the screen in her newest peppiest picture. A laugh, a surprise or a punch in every foot of film. Bring the family and let them laugh too.

Mack Sennett Comedy,

"LET 'ER GO"

Paramount Magazine Pictorial Illustrated Song, "The Japanese Sandman" Remarks by One of the General Officers

PE

ROD AND GUN CLUB

Meeting called to order at 8:15 p. m., August 11, twenty-nine members being present. The following officers were present: Mort Stuart, L. F. Volkart, A. B. McCloud and J. M. Geofort.

Minutes of the previous meeting were read and approved.

Two new names were presented and accepted for membership.

Secretary reported a total membership of 121 and \$211.45 in the treasury.

Motion was made and carried unanimously that for our meeting in September we have steamed mussels. Messrs. J. M. Geofort, F. G. Volkhart and K. Oefinger were appointed a committee to secure these mussels.

Mr. Stuart promised to sing an illustrated song at the next meeting.

Motion was made and carried that members may bring their wives or lady friend to our next meeting to be held September 8.

After a general discussion the meeting adjourned and all members went to the Auditorium where all partook of a fine fish chowder served along with coffee and doughnuts.

L. F. Volkhart, Secretary.

PE

P. E. CLUB MINSTRELS

The P. E. Club Minstrel Show will soon begin its rehearsal for the big show to be given at the P. E. Club November 5 and 12, and those of our employes having good singing voices and experience in minstrel show work should see Manager Stuart of the Club who is now organizing the company.

Sometime since a minstrel show was given by our employes and was, undoubtedly, one of the greatest hits ever produced at the Club, affording enjoyment and amusement to not only spectators, but to the performers as well.

FROM FAR AUSTRALIA

The Club recently was in receipt of a letter from Miss Billie Swint, formerly of this Company, now in Sidney, Australia, containing a series of post cards depicting that far-away country and among other things in her letter is contained the following:

"Through the courtesy of Mr. Geo. A. Gilks, Foreman, Winding Shop, we receive copies of the Club Magazine, the last issue dated June 10, 1920, (and arrived by the 'Ventura,' on Tuesday last) and which we enjoy very much, as there are always some reference of Dear Old Friends.

"In this one, Miss Imogene Daisy McClellan's article struck me as being humorous, in that she thought the lecturer said, 'There would be no water on the face of the earth in a thousand years,'—for I have been greatly alarmed, since my trip to Sydney, that the opposite condition would exist in a very few years, and not counting those years by four or five numbers, for on the voyage over, of three weeks time, one sees nothing but WATER, with the exception of the Islands, Hawaii, Pago-Pago, Samoa, which seem small indeed to the vast body of water, and upon arriving at Sydney, one gets the impression of a beautiful Old-World city, dropped down on a net-work of harbors, rivers, lakes and bays, and that its people just seem to live in and on the water, but do not drink it, as they are so privileged to the drink with the 'kick' in it.

"It is impossible to travel in any one direction for half an hour, without crossing some body of water, so I wish you would do me a great favor, and tell Miss McClellan, that her fears, in my opinion, are indeed GROUNDLESS."

Miss Swint's many friends in the Mechanical Department will be pleased to hear from her through the medium of the Magazine.

PE

APPRECIATION

During the past month several employes of the Company have contributed to the amusement features of the Club and appreciation is hereby expressed for their efforts which were very favorably received by the audience on each occasion:

The following are among those who participated:

Joseph Chachi and Clyde Cunningham in mandolin and guitar duets.

Miss Lora Brown, daughter of E. C. Brown, of the Western division, with songs.

Mr. L. L. Jerome of the Western division who rendered several vocal selections, together with imitation of Galli Curci in which Mr. Jerome demonstrated a wonderful range of voice control.

PE

AND SILENCE ENSUED.

A meddlesome woman, riding in a trolley car, began sneering at a young mother's awkwardness with her baby. "I declare," she snorted, "a woman ought never to have a baby until she knows how to hold it."

"Nor a tongue either," quietly responded the young mother.



THROUGH THE CAR WINDOW

Little Observations by "The Man"
Who Rides Often.

When the Watts Local, inbound, stopped at Nadeau a few nights ago, the genial conductor heard a voice out of the darkness inquiring: "I want to get to town and I haven't got the necessary five cents—can you trust me?" Mr. Conductor reached up and gave two bells, but as the car proceeded he called out to that disconsolate denizen of Nadeau, "No use of your going to Los Angeles if you ain't got even a nickel."

Sunday morning, August 15, 1920, we were on a West Sixteenth Street car, inbound from Vineyard, at 9:45, and noticed an old lady on the curb at Union. No one could have imagined that she wanted to get aboard the car, but as it was about opposite her she waved her hand violently. Motorman No. 2397 happened to see it and stopped for her, although it was impossible to avoid running by some distance. She did not immediately follow the car, but stood, looking unutterable things at the car. Finally, she started for the car, and as she got aboard, conductor No. 2028 politely assisted her and said these words: "The motorman did not see you quite soon enough." There is a whole chapter of commendation due this crew for their polite and considerate and tactful conduct. We appreciate it.

We have been looking through the car window a good deal of the time, but occasionally a glance through the office window is worth while. Mr. Clerk, your time, at a certain rate per month, is money; if you sit and visit and laugh with your confederates just because the chief clerk is late, or has stepped out, you are taking money which does not belong to you. Of course, it does not excuse you because the chief clerk is loose enough to take time for himself that the Company has paid for. Think it over, friends, and spend a little less time every morning for that trip you take on the Company's time; cut the loafing out in the hall a little short; visit a little less and consider your bounden duty a little more.

If we all had to buy our own pencils and paper, we would not be so wasteful. If a sheet of paper (either scratch paper or a printed form)

costs one cent and half of it is carelessly crumpled up and tossed away, wasted, we have been stuck for one-half a cent; if a pencil costs ten cents and we grind or whittle it away needlessly and then throw away half of it because we "want a long one," we have been stuck for two or three cents at the least. The Stationer can tell you how many sheets of paper and how many pencils we have to pay for in a year. How would you like to foot the bill for just those two items? Well, I guess not!!!

Last month we said something about ticket clerks being cheery and friendly in their attitude toward patrons who were purchasing tickets. Just after the Magazine came out we noticed one of the clerks being cheery and friendly to a lady patron for nearly twenty minutes at one stretch, during which time the attractive young lady was keeping patrons away from this window and forcing extra work on other clerks and delaying traffic. Say, boys, we did not mean to be cheerful for such a long time to one individual. In twenty minutes you could be friendly to an awful lot of customers.

PE

NEW EMERGENCY TOWER FOR HOLLYWOOD LINE

On September 1, 1920, a new emergency auto tower was placed in service on the Western Division, with headquarters at Sherman, to take care of the overhead maintenance work on the Hollywood lines—service on the Hollywood lines having increased to such an extent as to make it practically impossible to maintain the overhead lines with the use of the tower-car without creating delays to traffic.

With the addition of the auto tower, more flexibility is obtained and greater speed will be possible in reaching any cases of overhead trouble.

Equipment consists of a 1920 model, Moreland Truck, of one and one-half ton capacity, equipped with electric self-starter, and lights. Tower is a standard Electrical Department construction and is raised by a hand-wench from the ground.

Special effort was made to construct the tower as light as consistent with the class of service in which the truck was to be placed in order to reduce the truck load to a minimum on account of the long distances to be patrolled by this auto tower.

PE

A MUSICAL EVENING

As announced in last month's Magazine visitors to the club were treated with a rare musical feature in the Tone Test Recital given by Glen Ellison, Scotch baritone with the new Edison Machine possessed by the Club.

The program was comprised of ten numbers by popular composers and was very much enjoyed by a large and enthusiastic audience and it is hoped that, in the not far distant future, other musical treats of a similar nature will be presented.

COMPLIMENTARY

A Few Bouquets Handed in by Our Friends

The Magazine publishes with pleasure a few complimentary things said of us by our friends whom we serve, and in appreciation we shall all endeavor to merit more good words.

Mr. Secrist, Vice President and General Manager of the Pacific Fruit Express, says:

"On behalf of our employees in Southern California we wish to extend thanks and appreciation for the excellent accommodations furnished by the Pacific Electric Railway Company in connection with their annual picnic at Redondo Beach July 31.

The picnic was a big success, the attendance exceeding that of any previous year, and all had a very enjoyable time, and in which the satisfactory train facilities furnished its share."

Mr. David P. Fleming, Secretary of the Wilmington Transportation Company, writes Mr. Titcomb as follows:

"During a talk this morning with our President, Mr. Patrick, we were discussing the excellent service your company has been giving us since we moved into our new Terminal building here at Wilmington, and he suggested that I pass the compliment on to you.

"As you know, travel to the Island this year has been very heavy, and our demands upon you for equipment to handle the crowds have been correspondingly great. Nevertheless, your boys have always had sufficient cars on hand IN ADVANCE of the arrival of our steamers to promptly handle our patrons. The cars are quickly loaded and as soon as one train is filled, another train is pulled into place and within ten or fifteen minutes after our steamers have docked, the passengers are all on their way. Your boys all seem to take a special interest in the Catalina trip and we have heard many compliments from our passengers as to the courteous treatment received from you.

"Vignes, and Wallie in Los Angeles, Williams at Long Beach, and 'Billy' Rich and Hand at this end of the line are especially entitled to our thanks.

"We want you to know that we appreciate the service rendered and would like you to pass the word on to the boys mentioned and to all your motormen and conductors who are taking such good care of the Catalina business, and assure them that we appreciate the spirit shown."

PE

MIGHT HAVE BEEN IN LONG BEACH.

Manager (introducing music hall turn)—"Ladies and Gentlemen, Khagoola will now proceed to give his astounding clairvoyant, memory, and second-sight act, and will answer any question that any member of the audience may put to him."

Voice from Gallery—"Tell us where there's a house to let."—Punch.

PURCHASING AND STORES NOTES

STORE DEPARTMENT NOTES

The Store Department is equipped with two supply cars under the supervision of Supply Car Storekeepers Eugene Gilks and Paul A. Mudge.

The supply car is one of the most necessary adjuncts of the Store Department, also one of the most difficult to handle.

With Torrance as the main supply center, the two cars are kept more than busy with the delivery of material to the outside stores, stations, sub-stations, towers and repair barns for the repairs to cars, tracks and other equipment necessary to the upkeep of any railway.

To the uninformed bystander the supply car storekeeper's job may seem to consist principally of riding around the country and endeavoring to look busy doing nothing, but about one full day on the route would tend to create an entirely different impression.

The cars are loaded with supplies for the different divisions and on the road by nine o'clock in the morning. Deliveries are then made to the different points and old material picked up for repairs.

Armatures and wheels hold an important place on the list, not only because of their importance to car operation but because of their size and the difficulty experienced in handling them.

On certain days a tool car is carried on the trip from which new or repaired tools are distributed, the old tools being returned to the shops to be put in shape for the next month's deliveries.

The activities along this line are far too numerous to mention and the tempers of the Supply Car Storekeepers are not aided to any great extent by last minute 'phone calls for anything from a half dozen screws to a 2500-pound armature.

Anyone who has considered himself familiar with the Store Department in the past few months must needs consider again, for many are the changes therein. We shuffled the deck and got a new deal, as it were.

Miss Schmidt, our erstwhile stenographer and Associate Editor, has left us. She changed her job, for better or for worse, married the "only man" and departed from our midst with less regret than we had hoped for. Joy go with her. May she never find it necessary to send out the tracers for ham and eggs in the future that she has for motor parts in the past.

We now have on our office force Miss Mildred Fowler, daughter of A. E. Fowler, Foreman in the paint shop. Mr. Fowler, having been a loyal employe of the Company for a number of years, evidently believes in starting his family out in the way

they should walk, or shall we say, work?

Mr. C. S. Swartz, former Chief Clerk, is now in the office of the Purchasing Agent.

They took him away from us by force but we don't think they will have to tie him down to keep him there.

Mr. C. J. Tenny, who held the position of Inspector, although just what he inspected we have never quite been able to discover, has forsaken the roving life and settled down in Mr. Swartz's old chair. It may not be quite as comfortable as riding the cushions but at least we know where to find him when we need him.

Mr. L. C. Bolen, Storekeeper at Macy Street for the past two years, is now walking in Mr. Tenny's footsteps. We expect he will make a first-class Inspector.

F. W. Campbell, Storekeeper at Sherman for the last few months, evidently couldn't stand the quiet country life, at any rate we now find him located in a boxcar in the torrid zone, down at San Pedro. All he needs is a couple of 18-inch ceiling fans, ice water on tap and a fly swatter, and we think he may be able to keep cool.

Earl McCall has left San Pedro and is now holding down Mr. Bolen's old job at Macy Street.

Mr. Humphrey, former Storekeeper at Pasadena, is now at Sherman. We hope he likes Sherman but he needn't expect to compete with Dick Sutton when it comes to swappin' yarns.

Jack Johnson, or rather, John Jackson, former Section Storekeeper at Torrance, is now handling the work at Pasadena in a very efficient manner, at least we hope he is.

Floyd Gill, Durand Porter, Francis Clark and Chas. Wakefield have also been advanced a notch although remaining at Torrance.

Clifton-by-the-Sea, Aug. 29, 1920.
The day dawned fair and bright and the throng began to gather about 10 a. m.

First on the program was the baseball game. After an exhibition of skill such as was shown on the diamond that day, we wonder just where Babe Ruth comes in for all his fame. With C. J. Tenny at third base it was so easy to bet on the winning team that it was a shame to take the money.

Then came the feed. Fish, cooked by our chief chef Mr. Nick Kuriak, served with basket lunches.

Forest Campbell, having launched forth at an early hour to trail the wily sea food to its lair, brought in about forty pounds, or was it a hundred and forty, regardless of the well known fact that fish only bite on Friday.

Needless to say he also hooked the prize for the biggest catch, he being the only one who fished.

In the afternoon games were participated in by all those who hadn't fallen too strongly for the lure of Nick's culinary arts.

The main feature was a 100-yard handicap dash won by Ward McCall with George Lucas a close second. Tommy DeCourcy came in third by a wide margin, there being only three in the race.

In the jumping contest Forest Campbell again took the lead. Considering the fact that he recently jumped from Sherman to San Pedro he ought to do well in that line. Gene Gilks jumped in a close second and Mr. Thorburn a not-very-close third.

We always knew there was speed in the McCall family, but it took little Miss Gracie, winner of the girl's race, to show us exactly how much and just where to look for it.

Speaking of speed, there was nothing slow about John Jackson's youngest when he really got started.

The ball game, in which the ladies' team easily took the honors away from the men, was hotly contested, the umpire, as usual, being entirely to blame for the decision. The men insisted that Geo. Lucas always did favor the ladies. Discriminating man, we'll say.

Altogether it was a very enjoyable day and the watermelon feed that ended the festivities wasn't the least of the joys by any means.

PE

"DEPOT" AND "STATION."

The word "depot" — generally spelled in the French style, with the circumflex accent over the "o" — should not be used in the sense of "station," meaning a stopping place for railroad or other trains. A depot is a place or warehouse for the storage of goods awaiting transfer or use, and the word comes from the same Latin word as does our word "deposit." Its introduction into the English language arose from a mistaken idea that the French used it to mean railway station; the French word for railway station is not "depot," however, but "gare."

In recent years the men who name the railroad stations of the United States have recognized the error — that is, the grammatical error — involved in calling a station a depot, and they have avoided it in many cases. Thus, the great stopping place of the Pennsylvania Railroad in New York city is known as the Pennsylvania station. The other large station in New York city is the end of two lines and is therefore known officially not as the Grand Central station, but as the Grand Central terminal. — Columbus Dispatch.

PE

Light travels at the rate of 186,400 miles a second, electricity at the rate of 248,500 miles a second.

PE

March 4, the date fixed for the inauguration of Presidents of the United States, was selected because Sunday seldom falls on this date — only three times during the present century, 1917, 1945, 1973.

GENERAL PASSENGER AND FREIGHT DEPARTMENTS

G. H. BLYTHE
GEORGE F. SQUIRES, Associate Editors

GENERAL PASSENGER DEPT. NOTES

H. F. Gentry, of the Ticket Stock Department, has the sympathy of all in the loss of his brother recently, death following an illness of long duration.

C. E. Moreland, rate clerk of the General Passenger Department, has been on vacation for the past ten days, if his absence can really be called a vacation. In reality he has been putting in ten strenuous days fixing up his new house at Covina, to which he recently moved.

A. B. C. Dickey, ticket clerk at Main Street Station, is now temporarily at Crocker Street Hospital, where he is reported recovering nicely from a very serious operation performed recently by Dr. Weber, our chief surgeon. It is hoped he will return to his regular duties in a short time.

PE

FRANK CLARK BACK HOME

Several years ago, one of our best known employees, connected with the Trolley Trip and Information Bureau Division, listened to the siren call of one of the city newspapers, left us and organized an Information Bureau for that publication.

As time went on, the call of the rails sounded more loudly in his ears, and "dissatisfaction" camped on his trail. He's back now. Temporarily he reports to the General Passenger Department, (Mr. Marler's office) and when you see a great big fellow with an August moon smile going around on the system—that's him. Yes, sir, Frank Clark has come back.

PE

NEW GATES AT HILL STREET

With the change in local fares, in effect August 26, came the necessity for a better arrangement to handle passengers out of Hill Street Terminal over the Hollywood Lines. The six-cent fare was calculated to slow up the work of conductors in making change and thereby delay the service, so a method of ticketing passengers before boarding the cars was worked out, the collection of fares thereby being simplified, and as a result, the big volume of business is moving normally through the new gates.

To avoid delay at the gate, passengers are now buying tickets "by the yard," which is also helpful and greatly relieves the ticket agent. The net result of the whole arrangement is that delays have been almost completely avoided, conductor work lightened, passengers equally well pleased as under former conditions, and the bright, extra penny, grows into added dollars of badly needed revenue.

PUTTING FARES IN EFFECT

The average employe probably never thinks of the amount of strenuous work necessary to provide the tariffs on which the company bases its business relations with the public; the hours and hours devoted to computations alone, and the carefulness and accuracy that must be exercised to avoid errors and by their avoidance to preserve pleasant relations with all concerned in fare quotations.

Immediately upon decision of the Railway Commission a few days ago, less than a week before the new fares were to go into effect, the Rate Bureau of the General Passenger Department began its efforts to produce the tariffs effective August 26, and with scarcely a moment's rest for days, Mr. Morland and his helpers toiled, and won; the conductors' sheets being delivered two days in advance of the effective date and the Agency tariffs one day ahead. Incidentally Miss Templeton's division of the Accounting Department has the thanks of the Passenger Department for assistance in assembling the divisional books for the trainmen. The printer of these tariffs also comes in for praise in connection with the work of production, for had the presses stopped once in several days, the battle would have been lost. Many of the boys engaged in this work were on duty at times for 36 continuous hours.

The accomplishment of the big job certainly is a wonderful example of "team work."

PE

NEW TRAIL FOLDER

The General Passenger Department has in preparation a new folder designed as an aid to "hickers" and it will contain, in addition to description of various trails leading into the nearby mountains, an accurate map of the territory showing the Pacific Electric leading to the various mountain portals, and the trails to the depths of the hills leading therefrom.

Information of a varied character is also shown on the map, such as telephone locations, ranger's headquarters, good camping spots, water locations, established camps and housing accommodations.

In the preparation of the map and other data, co-operation has been secured from the U. S. Forestry Service, and our own Engineering Department.

The folder will be ready for distribution about November 1.

PE

Lend a helping hand to the new man. If you were a "stranger in a strange land" doing strange work, your lonely heart would ache for a helpful friend. Do as you would want to be done by. Give the newcomer the Good American Square Deal.—Elliott Service.

GENERAL FREIGHT DEPARTMENT NOTES

On August 26, 1920, the freight rates of this Company were increased twenty-five per cent in accordance with the findings of the Interstate Commerce Commission in the matter of increased rates for the railroads in the Pacific-Mountain territory.

Similar increases as authorized by the Interstate Commerce Commission for interstate traffic were granted to carriers operating in California by the State Commission to become effective concurrently with increases established throughout the United States, at which time all class and commodity rates in addition to switching, transit, weighing, diversion, reconsignment, storage and transfer charges became subject to blanket 25 per cent increase supplement. The blanket form of supplement was specially authorized by the respective Commissions which provided the simplest way for obtaining the additional revenue with least delay.

The Steel Trader, the first of the Norton, Lilly & Co.'s steamers to enter Los Angeles Harbor arrived at Wilmington on September 1 and marks the establishment of Los Angeles as one of the ports of call of the Isthmian Line, plying between the two coasts through the Panama Canal. Norton, Lilly & Co., operate fifteen steamship lines to all parts of the world, and the company has arranged for the use of the Los Angeles-Pacific Steamship Company's docks until the city builds 1200 feet of wharves for the new organization. The Isthmian Line have opened offices in the Van Nuys building, with Mr. R. G. Sullivan as resident manager.

New steamship companies and new service by old shipping concerns are rapidly making Los Angeles Harbor a cross-roads of the world and adding to its ascendancy as a seaport.

Under the direction of the Atlantic, Gulf and Pacific Steamship Corporation and opening up new and greater facilities for Los Angeles shippers and buyers, five new vessels will make San Pedro their terminus in a run from Philadelphia by way of Baltimore and Mobile.

Inaugurating the service, the S. S. Cape Romain is already on her maiden voyage to Los Angeles and on arrival will use the facilities of the Outer Harbor Dock and Warf Company, San Pedro.

Traveling Freight Agent G. H. Payne has been busily engaged in explaining the operation of the many special supplements covering the recent increases in freight rates to both agents and shippers. The correct application of these supplements is an important matter and all concerned should carefully read the same. If not fully understood, call up the General Freight Department, and representative will be sent to explain them.

Los Angeles Pacific Navigation Company's S. S. West Hika expected to arrive at Wilmington during

the early part of September is expected to bring to this port a heavy tonnage of miscellaneous commodities from the Orient and Hawaiian Islands, among which is an exceptional consignment comprising one hundred thousand cases of pineapples.

Statistical Clerk C. E. Hill of the General Freight Department is now taking his vacation and we understand is enjoying himself motoring in Northern California and Lake Tahoe vicinity.

General Agent, F. C. Weeks, reports having just resumed his Los Angeles residence, after spending several weeks at Venice. It is stated that Fred is now well known in that vicinity.

Freight Claim Agent E. T. Albert returned to work during the early part of last month, after experiencing a severe attack of grippe which occasioned his absence for several weeks.

PE

ACCOUNTING DEPARTMENT NOTES

T. E. McKnight of the Accounting Department planned to spend his vacation time between Catalina Island and San Francisco; but he found fishing, or some other attraction, on the Island too strong, so he failed to complete his trip. We wonder why

Mrs. Symington is back on the job after two weeks spent in the resorts at Portland and Seattle and now is ready to tackle the P. E. Resorts again, so let the Managers beware and come up promptly with their reports.

This department was largely represented at the picnic at Redondo. Mr. A. Thompson was there, and the whale went to sea discouraged.

The Roadway Accounts Bureau has increased its staff by the addition of a well-known employe, Mrs. May Barlow, formerly of the Transportation and Traffic Departments and the entertainer deluxe at the Club.

Our old standby, Earle Moyer, has received another promotion, now being the Assistant head of the Valuation Department.

Mike Levin, Robert Sable, Lee Clark and quite a lot of the boys and girls have been enjoying their vacations and all have returned with yarns to spin of the wonderful things seen and enjoyed on their various trips. All except W. C. Metcalfe, who looked wise when accused of having spent his vacation weeding his garden.

We understand, incidentally, that Mr. Lovell has purchased a new car. He got away with it before we attended to its christening. May he drive safely through the treacherous ways of the city's streets, is our wish and benediction.

FREIGHT TERMINAL NOTES

G.W. ORR, ASSOCIATE EDITOR

The boys at Eighth and Hemlock learned with genuine regret of the resignation of Terminal Freight Agent Paul H. Mann, effective September 1. Mr. Mann has been with this company about fourteen years, and has worked all the way up from the ranks. He began as a clerk at the old Grand Avenue Station of the Los Angeles & Redondo Railway and became agent at that point, later taking the agency of the Los Angeles-Pacific Company at the Sunset and North Broadway station. After the consolidation in 1911 he became Assistant to the Terminal Freight Agent at Eighth and Hemlock, which position he held until he left to become the first Agent at Wilmington Pier "A." There he remained until appointed Terminal Freight Agent at Eighth and Hemlock in June of 1919, succeeding Mr. J. Bennett.

Within a short period after his appointment the company became involved in the trainmen's strike, and for several weeks Mr. Mann virtually took charge of the yards, working unceasingly until the worst was over. At all times he had striven to better the service and the working conditions of the men under his supervision, and those men now feel that they have lost the close relationship of a personal friend.

As a slight token of high esteem the boys have presented Mr. Mann with a solid gold mounted and beautifully engraved fountain pen.

Mr. J. W. Anderson, former agent at Long Beach, has been named to succeed Mr. Mann as Terminal Freight Agent, and will take charge about September 12, G. W. Orr acting as Agent until that time.

PE

Fred H. Coleman returned August 23 from a very pleasant vacation, visiting with relatives at Santa Cruz.

PE

Chief Claim Clerk Richard H. Evens is seriously ill with an attack of lung trouble. At the time of writing he has just been removed from his quarters in the Abbotsford Inn to the Crocker Street Hospital, where he will receive medical attention until he is able to be about. We are assured that a complete rest with a few weeks' outing will put Dick back on his feet again.

PE

Stewart H. Price spent a very enjoyable two weeks at the Pacific Electric camp, returning to work September 2.

PE

Chas. Schafer returned to his duties September 1, after a vacation rest at his home and the beaches.

PE

Walter H. Cochran returned to duty September 1, having cut his vacation a bit short on account of the many changes in the office.

Dave Roberts, who has been away on sick leave for several weeks, was operated on at the Crocker Street Hospital August 21 for acute stomach trouble, and is now on his way to recovery.

Former stevedore James K. Barnes, who has been with this company for several years, passed away August 25, after being operated on for cancer of the stomach. The sympathy of all of his associates at this station is extended to the bereaved members of his family.

Ben Galewski appeared at the office on the morning of August 14 with a happy smile and treading on air. There could only be one answer—a bouncing boy of nine pounds having just arrived in his family. Even the fact that the little chap arrived on Friday, the 13th, could not abate the joy of his arrival, and congratulations are extended.

PE

George J. Nutsford, while on vacation, is visiting in Chicago, and also attending the Supreme Grand Lodge sessions of several patriotic societies to which he was a delegate.

PE

Business is still very good at Eighth and Hemlock, and the indications are that August will hold its own with the records of preceding months.

PE

HELP BUILD CHURCH

Not long ago it was desired by a good many people residing in Ocean Park to redecorate the Christian church edifice at that place and realizing the great need of a local denomination, many of our trainmen, reporting at Ocean Park car barns, assisted materially in making collection and helping with the work with the result that the congregation is now very thankful to them for their efforts, word of which was received by this office through Mrs. Childress of that city.

PE

THE SELFISH BRUTE.

The usual large crowd was gathered at the New York end of the Brooklyn Bridge waiting for trolley cars. An elderly lady, red in the face, flustered and fussy, dug her elbows into convenient ribs, irrespective of owners.

A fat man on her left was the recipient of a particularly vicious jab. She yelled at him, "say!"

He winced slightly and moved to one side.

She, too, sidestepped and thumped him vigorously on the back.

"Say!" she persisted, "does it make any difference which of these cars I take to Greenwood Cemetery?"

"Not to me, madam," he answered slipping through the opening in the crowd.

ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

Instituting what is to become a monthly "get together" meeting, the members of the Signal Department will meet the evening of September 28 at 8:00 p. m., in the Pacific Electric Club. A full attendance of department members and their families is anticipated because of a guaranteed good time refreshing as to program and —.

"Two Bucks—a familiar expression used freely by most of us in referring to money, but to be boasted of by a very few of the best of us when giving hunting results," from B. F. Manley's latest edition, "Words and Their Usage." All of Manleys orders for venison were filled this year, so last year's record has been forgotten.

"Doubting Toms" please note: S. R. Florence has a picture, which he has called "Proof Positive," and is willing to offer in evidence at any time, showing that fish have been caught from the streams in the Koweah Valley. Only one point to bear in mind—the "limit" in that country refers to number regardless of size and weight, so please pass no remarks about length, he was within his "rights."

Through being young, ambitious and handsome, A. G. Guercio has every hope of breaking L. A. Myer's record established for "Globe Trotting." He left September first on a schedule which permits of stopping only long enough to catch a train on the return journey.

G. A. Malcom has returned to familiar ground, now being in charge of the designing of "Special Work" for our lines. For the past few years Mr. L. Wyneken has had the work in charge, but left recently to take a position with the J. G. White Company. Mr. Wyneken leaves us with a service record of more than eleven years.

Fred W. Spencer of the Field Department, after a series of mysterious telephone messages and a short absence from the office returned to us one morning a benedict. For a man his size his speed is dazzling, which he says was occasioned by having before him the most coveted of prizes.

M. C. Halsey, Structural Engineer, has returned recently from a visit to Portland and the National Convention of the American Society of Civil Engineers.

Jonas Frownfelter, veteran transitman of this Company, has been taking a few lessons in profiteering, as a result of which he took a two weeks' vacation employing the time in painting his house. It is now on the market for sale or exchange, the price representing a profit equal to that being received by the most exacting of money extractors.

W. Z. Shaw left on his vacation without saying whether he was to go to Cuba, over the border or some other place, but he did say that he would return. He is welcome.

was taken up with swimming in the big plunge, a noonday lunch was provided, and a private dance was held in the pavilion in the afternoon. The party numbered about 500.

Labor Day brought out an enormous crowd at Redondo Beach. The Orpheus Four, the leading male quartette of the nation, together with Nuncie Sabini-Bittman and Ruth Abger, well-known soloists, were engaged for this occasion, and appeared in selections from Grand Opera and popular music accompanied by the Redondo Beach band. Their singing was wonderful and was thoroughly enjoyed by the big audience. The bath house did a capacity business and the dance pavilion came in for its full share of patronage during the afternoon and evening. There was a big crowd circulating up and down the water front during the entire day, and the concessionists seemed to have all they could do to take care of the business. A magnificent display of fireworks from the Municipal Pier in the evening was a fitting climax to the day's event.

Mabel Rockwell, the popular instructor in dancing at the dance pavilion, has decided to remain in Redondo Beach during the winter, and will continue her dancing classes. Mrs. Rockwell has turned out a wonderful lot of new dancers in the Pavilion this summer.

Lou Somers, the popular Superintendent at Redondo Beach Resort, has left for his vacation. Mr. Somers has gone to Canada and from there he is going to visit his old home in Michigan.

PE LOYALTY

Elbert Hubbard says if you work for a man, in Heaven's name work for him.

If he pays you wages that supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents.

If put to a pinch, an ounce of loyalty is worth a pound of cleverness.

If you must villify, condemn and eternally disparage, why, resign your position and when you are outside, damn to your heart's content. But as long as you are a part of the institution, do not condemn it.

If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along, you will be uprooted and blown away in the blizzard's track, and probably you will never know why.

A republican democracy is purely a government of confidence, resting in that faith and dependence which the people have in each other, for the security of their lives, liberty and property. Wherever this faith and confidence exist, the government will endure. Wherever they do not exist, or having existed, are destroyed, the popular government will fall.—James Madison Porter.

REDONDO BEACH MT. LOWE URBITA SPRINGS RESORT GLEANINGS

W. A. McCAMMOND, ASSOCIATE EDITOR

URBITA SPRINGS PARK

The vaudeville shows put on at Urbita Springs on Sundays have been very popular all summer and have drawn big audiences. The acts have been all high class, the most of them being distinctive feature acts.

The weather has been very warm throughout the Orange Belt during the past month and lots of picnic parties taking advantage of the cool breeze which usually prevails underneath the shade trees in the Park have been having picnics.

Labor Day celebration brought out a big crowd at the Park. The celebration extended over Sunday and Monday, September 5 and 6, and consisted mostly of high class vaudeville. There were four acts Sunday and six acts Monday, with three shows, which brought a big audience each time. The bath house and dance hall did a record business.

REDONDO BEACH NOTES

The band concerts and vaudeville stunts are drawing big crowds to Redondo Beach every Sunday, and many are the favorable comments which are heard on all sides at the high class entertainment provided. Mrs. May Barlow and Miss Bessie Lyons, two high class sopranos, appeared several times during the month in solo singing, and received a wonderful reception each time they appeared.

The Modern Woodmen of America held their annual picnic at Redondo Beach on Saturday, August 14. Swimming, field sports and dancing filled the bigger part of their program, and all members of the Order attending declared they had a wonderful time.

The Model Grocery Company of Pasadena entertained their employees to a picnic at Redondo Beach on Thursday, August 19. The morning

Transportation Department Meetings

RIVERSIDE

The regular monthly meeting of the Northern Division Eastern Lines Trainmen, was held at Riverside, on August 10th, Chairman Finley calling to order at 8 p. m.

There were present twenty-three trainmen, in addition to Assistant Trainmaster Monroe and General Foreman Gilbert, of the Mechanical Department.

The minutes of the previous meeting were read and approved.

Unfinished Business

Providing seat for passengers, Arlington.

Disposition: Referred to Maintenance of Way Department. Seat has been installed.

Trees need trimming near Jurupa, Brackton Avenue line.

Disposition: Work is under way. Ice coil for drinking fountain. Minutes corrected to read Riverside, instead of San Bernardino.

Disposition: Referred to Maintenance of Way Department.

Flagman on weed burner putting out one torpedo.

Disposition: This has been taken care of.

Buzzer signals failing to work through on 3 and 4-car trains, 1200-class cars.

Disposition: Trainmen operating this equipment state there is no improvement.

Unsanitary condition of toilets on 1000-class cars.

Disposition: No improvement as yet. Lengthen and raise passenger landing at Madison Street.

Disposition: Nothing yet done.

Additional stop between Taylor and Filore.

Disposition: Mr. Peachey and Mr. Jones recommend this be done. It will require a passenger landing. Referred to Mr. O. A. Smith.

Broken transom lights in 400-class cars and installing hooks to operate.

Disposition: Nothing done yet.

Riverside-Redlands train to wait for Corona line connection.

Disposition: This has been taken care of.

Remove signs from abandoned Southern Pacific station at Urbita.

Disposition: Nothing done.

Friction over conductors' turn-ins to joint ticket agents.

Disposition: Mr. Peachey will take care of this.

Change switch alignment, Redlands-Riverside siding.

Disposition: Mr. Peachey, after looking into the situation, decided no change should be made.

Definite stopping point at Redlands for Riverside-Redlands cars.

Disposition: Bulletin has been issued to cover.

Lack of observance of train indicator signs.

Disposition: Bulletin has been issued to cover.

Eliminate safety stop at Alta Vista, Brockton Avenue line.

Disposition: Mr. Peachey will handle. Extend passenger landings on old Magnolia Avenue line.

Disposition: Nothing has been done. Excessive speed on Market Street.

Disposition: Bulletin has been issued to cover.

New Business

By Mr. Downs: That when late trains from Los Angeles are late, arrangements be made to hold the Redlands car which is scheduled to connect.

Disposition: Mr. Monroe stated this could be taken care of by conductors on train from Los Angeles calling Dispatcher from Rialto whenever there were passengers for points beyond San Bernardino.

By Mr. Severance: That an extra steel carbon for headlights be kept on 1200-class cars in case of emergency.

Disposition: Referred to Mechanical Department for attention.

By Mr. Gough, that some of the bulletins are missing from bulletin book

at Riverside; same should be checked and brought up to date.

Disposition: Referred to Mr. Peachey.

By Mr. Gough: That bulletin be issued defining right of way for trains operating between P. E. depot and 3rd and D Streets; particularly as to cars inbound on Colton-Arrowhead line and Riverside-Redlands line.

Disposition: Mr. Peachey will handle the matter.

By Mr. Gough: As to regulations governing sounding of whistle for crossings on Magnolia Avenue line; some understand whistles must not be used except to avoid accident or call for block, as far as Magnolia Junction. Also as to speed restrictions.

Disposition: Mr. Peachey will take care of this.

By Mr. Gough: That signal equipment cans are in very poor condition; catches won't hold and equipment drops out; partitions in cans are loose or missing and everything mixes up.

Disposition: Referred to Mechanical Department for attention.

By Mr. Richardson: That passengers for San Francisco frequently miss their train at Los Angeles, due to failure of trains from Corona and Arlington, to make connection with main line trains; recommended that such connections be made absolute.

Disposition: Referred to Mr. Bradley.

By Mr. Richardson: That considerable delay and inconvenience would be saved all concerned if conductors in making their turn-ins would have their receipts filled out with date and amount so that receiving cashier would only have to verify amount and sign.

Disposition: Referred to Mr. Bradley.

By Mr. Mettler: That single bar gates be replaced with double bars, as passengers fail to see the single bar and strike their heads.

It was explained that this only happened when passengers attempted to board cars from wrong side.

Disposition: This has been up before; gates are being changed as cars go through shops for overhauling.

By Mr. Nightlinger: That tripper at San Dimas Junction, under present schedule, meets all trains except Nos. 37 and 48; recommended that connections be made with these trains also, in the interest of better service.

Disposition: Referred to Mr. Bradley for such action as may be necessary.

By Mr. Nightlinger: That during warm weather the paper drinking cups stick together, and cannot be secured after passenger has deposited coin in holder.

Disposition: Mr. Gilbert stated new type of cup and container was being installed on cars which would eliminate the trouble.

By Mr. LeBeuf: That the telephone at Colton be relocated on pole just east of Southern Pacific depot, which will save delays.

The chairman stated such a change would make it very unhandy for local cars and would delay them.

Disposition: Change not recommended.

By Mr. LeBeuf: That a phone be installed at Casa Loma for accommodation of baggage cars.

Disposition: Mr. Monroe will look into it.

By Mr. Wood: That the management take under consideration the matter of providing pensions for employes after continuous service of 25 years and reaching the age of 60 years.

Disposition: Referred to Mr. Bradley to take up.

By Mr. Wood: That the rule be amended to permit trainmen who are disqualified for cause from operating on single track, to have a bump coming.

Disposition: Referred to Mr. Bradley with recommendation that the seniority rules be changed accordingly.

By Mr. Gilbert: That more attention be paid by trainmen in manipulating train indicator signs; these have all been put in shape, yet in two days are back in shop with signs inoperative.

Trainmen should not manipulate the signs by pulling the ribbon.

Under discussion, statement was made that the sign is poorly designed and not substantial enough. Springs are too weak, and allow ribbon to unroll en route and number to change.

Disposition: Referred to Mechanical Department to study the design and if possible overcome the trouble complained of.

By Mr. Gilbert: That freshly painted and varnished cars are badly disfigured after leaving shop, by carelessness of trainmen expectorating tobacco out of windows and platforms while car is moving at high speed, staining the sides of car.

Disposition: Recommended that trainmen correct their habits in this respect and to see that passengers also observe rules of decency.

By Mr. Corl: That the trainmen's room at Riverside be kept locked and men provided with keys. Outsiders frequent the room at will and use the pool tables without anyone questioning them. A number of the cues are missing and the premises are lacking in neatness.

Would also recommend the adoption of proper rules and regulations covering the use of the premises, to be printed on heavy cardboard and displayed on the walls.

Disposition: Referred to Mr. Bradley for such action as is proper.

By Mr. Corl: That the 'phone booth at carhouse, Riverside, be relocated at a point outside the carhouse. Present location is inconvenient and dark, and when cars are moving in or out of carhouse, almost impossible to carry on 'phone conversation.

Disposition: Referred to Electrical Department to make the change.

By Mr. Corl: That the two 'phones at San Bernardino, one Los Angeles and other Riverside-Redlands, be reversed as to their respective positions, which will make them more convenient for use.

Disposition: Referred to Electrical Department to make the change, and in addition, lowering the Los Angeles phone about 3 inches.

By Mr. Finley: That the interior screen in men's toilet at San Bernardino, should be either extended or else relocated so as to shut off the west window.

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

The Chairman directed attention to the expiration of his term of office, and called for nominations.

Mr. Finley was renominated and being the only nomination, the Secretary put the motion for re-election, which carried unanimously.

Attention was called to the announcement of an increase in wages, effective 16th instant, and the Secretary was instructed to incorporate in the minutes a unanimous vote of thanks to the management for its action.

There being no further business before the meeting, adjourned at 9:45 P. M., after which light refreshments were served.

G. H. GRACE,
Secretary.

PE

POMONA

The regular monthly meeting of the Pomona trainmen was held on August 16th at Pomona, meeting being called to order at 10:00 a. m. by Chairman Butler.

In addition to officials, Mr. G. H. Grace, of the Efficiency Bureau, and Mr. W. B. Foote, there were seventeen trainmen in attendance.

New Business

Suggested by Conductor E. B. Courter that the water tanks in 1200-class cars, running between Pomona and Los Angeles, be kept supplied with clean and fresh water, on account of passengers complaining about the water being stagnant, and in some cases the tanks being dry.

Disposition: Referred to Mr. A. C. Bradley.

By Motorman B. W. McCullough: That passengers be allowed to board outbound trains on station side at Lone Hill, on account of it being very con-

fusing to passengers to have to go around train.

Disposition: Referred to Mr. A. C. Bradley.

By Motorman Hyde: That train No. 49 to El Monte be allowed to leave Los Angeles at 1:58 p. m., ahead of the Whittier train, as it takes the Whittier train from three to five minutes to load papers at the end of the viaduct. Inasmuch as No. 49 has only four minutes to turn around at El Monte. This would eliminate part of their delay in getting back to Los Angeles.

Disposition: Referred to Mr. A. C. Bradley.

By Conductor S. F. Brown: That all the 170-class cars be equipped with a steel rod from the "L" arm to the register, instead of the chains which are now used. These being too light and frequently pull apart.

Disposition: Referred to Mr. F. F. Small.

By Conductor E. DeGarmo: That a bulletin to conductors, stating whether passengers boarding outbound Pomona cars for any point east of Claremont should be transferred at La Verne instead of Pomona Junction. This would save issuing one transfer and avoid a great deal of confusion.

Disposition: Referred to Mr. A. C. Bradley.

By Conductor E. DeGarmo: That a new seat be put Yale Avenue, Claremont, and small seats at Alexandria and Berkley Avenues. To accommodate passengers from the College and packing houses having to wait for cars at these stops.

Disposition: Mr. Foote will look into it.

E. E. COOPER
Secretary.

PE

SOUTHERN DIVISION

The regular monthly meeting of the Southern Division trainmen was held on August 17, at the Pacific Electric Club, Chairman Mulligan calling to order at 8:00 P. M. Superintendent Davis, Assistant Superintendent Taylor, several members of the staff, and 14 trainmen were present.

The minutes of the previous meeting were approved.

Unfinished Business

Scheduling of trailer runs out of Long Beach and putting them up for bid. (Item 23, Long Beach meeting.)

Disposition: It was regularly moved and seconded that the recommendation by the Long Beach men, meeting of July 23d, be approved.

The motion carried.
Filling in passenger landing, Hawthorne.

Disposition: This has been done.
Filling in and leveling up intersection, Southern Pacific crossing, Wilmington.

Disposition: This will be done in near future.

Cutting weeds at various points, La Habra line.

Disposition: This work has been taken care of.

New Business

Recommended that L. A. Railway cars be required to make safety stop at 7th street, at turn-out to surface tracks.

Disposition: Mr. Davis stated arrangements were under way to have flagman stationed there.

Recommended that a larger express car be provided on mixed run 61, on Whittier and La Habra lines, now handled with combination car; passenger travel is light but express and baggage heavy, and baggage compartment is inadequate. Suggested four seats be removed and partition moved, or provide box motor.

Disposition: Referred to Mr. Davis, who will look into the situation.

Recommended that with next time table change, five minutes more time be allowed at Brea and Yorba Linda.

Disposition: Matter will be taken care of with new time table.

Recommended that agents have express and baggage loaded on trucks ready to load on car when train is due; usually wait until train arrives before getting express matter on trucks causing unnecessary delay to train.

OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—JULY, 1920

Passenger Revenues.....	\$1,031,479.78
Freight and Switching Revenue.....	341,641.50
Other Revenue.....	59,146.50

Total Railway Operating Income.....\$1,432,267.76

Operating Expenses

Way and Structures:		
Wages	\$ 98,524.75	
Material, Supplies, Etc.....	47,982.23	\$146,506.96
Equipment:		
Wages	102,868.95	
Material, Supplies, Etc.....	52,522.10	\$155,391.05
Power:		
Wages	23,399.28	
Material, Supplies, Power Purchases, Etc.....	134,832.23	\$158,231.51
Conducting Transportation:		
Wages	356,193.74	
Material, Supplies, Etc.....	32,642.61	\$388,836.35
Traffic:		
Wages	22,355.54	
Advertising and Material, Supplies, Etc.; also includes Receipts from Resorts.....	16,314.86	\$ 6,040.68
General and Miscellaneous:		
Wages	47,374.63	
Injuries and Damages, Material, Supplies, Etc.....	75,054.88	\$122,429.51

Total Railway Operating Expenses:	
Wages as above.....	650,716.87
Other Charges as above.....	326,719.19

Transportation for Investment—Credit.....	\$ 2,718.69	\$974,717.37
Revenue Less Operating Expenses.....		\$457,550.41
Depreciation	\$ 22,549.07	
Taxes Assignable to Railway Operation.....	50,307.14	
Total Depreciation and Taxes.....		\$ 72,856.21
Revenue Less Operating Expenses, Dep. and Taxes..		\$384,694.20
Non-Operating Revenue.....		1,471.19
Net Revenue.....		\$386,165.39
Interest on Bonds and Other Debt.....	\$325,739.71	
Rents and Miscellaneous Income Deductions.....	42,222.97	
Total Deductions.....		\$367,962.68
Net Income.....		\$ 18,202.71
Net Loss for Seven Months ending July 31, 1920.....		635,364.00

H. A. CULLODEN, Auditor.

Disposition: Mr. Davis will take the matter in hand.

By Mr. Murphy: That some kind of gate be provided for remodeled one-man car 400; several instances where women have stepped off moving car before motormen could prevent them.

Disposition: Referred to Mechanical Department for attention.

By Mr. Murphy: That "rapid transit" Ohmer fare register device be installed on remodeled one-man car 400 type; motorman has to leave his seat to turn indicator and register fare.

Disposition: Referred to Mechanical Department to arrange with fare register maintainer.

By Mr. Murphy: That steps on cars 400, 401 and 402 extend considerably beyond sides of car, which autoists and pedestrians do not always observe, resulting in car steps striking them; recommended that platforms be cut in to accommodate steps, making them standard with balance of equipment.

Disposition: Referred to Mechanical Department for attention.

By Mr. Emery: That a hazard of accident exists at safety stop near Stand-

ard Oil stop, San Pedro, San Pedro-Gardena line, passengers attempting to get off thinking it regular stop.

Disposition: Mr. Davis will look into operating conditions involved and take necessary action.

Recommended that an intermediate light be provided on light circuit between Strawberry Park and Delta, to improve operating conditions.

Disposition: Mr. Davis will look into the situation.

Recommended that when cars are cleaned, the controller box, air pipes, etc., be cleaned off; frequently smeared with grease and oil, which is not noticed on black piping and iron work, resulting clothes being soiled.

Disposition: Referred to Mechanical Department for attention.

By Mr. Mulligan: That train 83 has been cut to four cars, instead of five, causing much overloading; require five cars daily.

Disposition. Mr. Davis will look into it.

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

G. H. GRACE,
Secretary.

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held on August 17, in the Committee Room, Pacific Electric Club. Mr. Jenks called the meeting to order at 8:15 P. M. in the absence of Chairman Chase.

The attendance numbered approximately twenty-two trainmen, in addition to Superintendent White and Staff.

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

Unfinished Business

That an arrangement be made in conjunction with the Northern and Southern Divisions whereby trainmen could have their uniforms cleaned at regular intervals and at moderate rates.

Disposition: This matter is now under consideration with the Northern, Southern and Western Divisions, the Uniform Department and Los Angeles Railway. Final report is expected at next meeting.

New Business

By Mr. Jenks: That compulsory stops be established at Sunset Blvd. and Lake Shore, Vermont Ave. on the Hollywood Line, and Vermont Ave. on the Santa Monica Blvd. Line; that ninety-nine times out of a hundred trains have to stop at these points anyway.

Disposition: Matter will be given further consideration.

By Mr. Jenks: That interurban stop signs be placed on Santa Monica Blvd. for the guidance of Van Nuys passengers going to San Fernando Valley.

Disposition: Mr. White will take this matter up with the Traffic Department.

By Mr. Jenks: That we discontinue use of board signs on the sides of Hollywood and Santa Monica Blvd. cars, and paint both sides of end signs, Hollywood and Santa Monica Blvd. on one side, and Los Angeles and West 16th Street on the other.

Disposition: Referred to Traffic Department.

By Mr. Sutherland: That we require a landing at Central Avenue, also at Pacific Avenue, Burbank Line; and that the Arden Junction landing is too low.

Disposition: Referred to Maintenance of Way Department. Mr. White remarked that such items should be called to the attention of Superintendent as seen as noticed and not to wait until the monthly trainmen's meeting to bring them up.

By Mr. Sutherland: That we have a dash sign on the Burbank shuttle that reads, "Glendale only."

Disposition: This is taken care of by the hood sign reading "Burbank."

By Mr. Brown: That we put in a loop at Gardner, at first little street next to Gardner, which would do away with a great deal of congestion at Gardner.

Disposition: This plan was proposed several months ago, was not considered feasible and turned down at that time.

By Mr. Converse: That it would be better to designate the various routes by numbers instead of by names, as passengers could more easily remember numbers than names on the cars.

Disposition: This proposition is already under consideration.

From Suggestion Box, Hill St. Station

By Mr. E. A. Welbourne: That City of Santa Monica be requested to trim palm trees on Santa Monica Blvd., so traffic and cross streets may be seen.

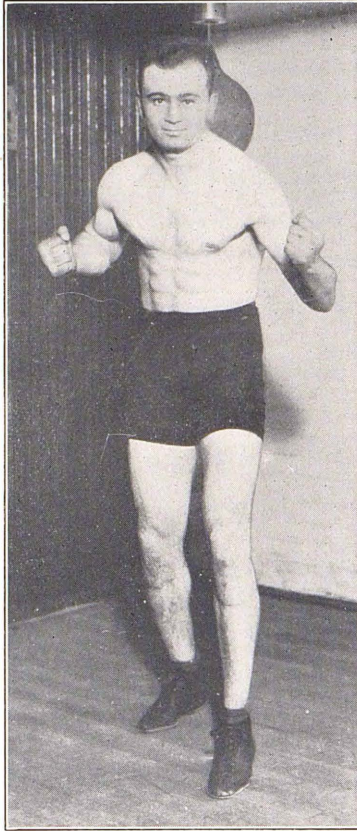
Disposition: Mr. White stated that this had already been up before Safety Meeting, and was referred to Maintenance of Way Department.

By T. L. Higgins and L. R. Spindel: That the Air Line switching job be transferred to the Western Division, because the Air Line is on the Western Division.

Disposition: This question has already been settled, as this territory is part of Los Angeles Street Yards, under the jurisdiction of the Southern Division.

By W. W. Hurtel: That we discontinue taking local passengers on the Glendale trains.

Disposition: Cannot avoid taking on passengers at regular safety stops.



EINERT IN "COMPANY B."

One of the newest recruits in "Company B," the Pacific Electric portion of the National Guard, now organizing, is August Einert, conductor on the Western division, but recently of the U. S. Navy, and who with his ring experience will doubtless be able to make things pleasant around the armory, as well as assist in stimulating the "fighting spirit" in his own company.

It is said that Einert is no second-rate, either with bell-cord or gloves.

There being no further business, the meeting adjourned at 9:15 p. m. to partake of ice cream and cake in the Auditorium.

M. MARKOWITZ,

Secretary.

PE—

LONG BEACH

The regular monthly meeting of the trainmen, with headquarters at Long Beach, was held on August 24th. Chairman Stith calling the meeting to order at 11:00 a. m.

Assistant Superintendent Taylor, Trainmaster Williams, and twenty-two trainmen were present.

Unfinished Business

Scheduling runs out of Long Beach and putting up for bid.

Disposition: At the regular meeting of August 17th, held at Los Angeles, the action taken at Long Beach July 23rd, was approved. The trailer runs will not be scheduled nor thrown open for bid.

Providing toilet at Zaferia. Disposition: Mr. Williams stated that Zaferia is within sewer district and connection with sewer will be necessary.

Referred to Mr. Days for such action as may be necessary.

Poor visibility of home semaphore light, outboard track, Slauson interlocking plant.

Disposition: No improvement is noticed.

Recommended that cars on Seal

Beach line do no local work between Pine Street Station and Bixby Park, in view of the fact that under present schedule, these cars are immediately preceded or closely followed by 5th Street cars, which can easily take care of the local travel.

Under present conditions, it is almost impossible to make the scheduled time.

Disposition: Referred to Mr. Davis for consideration.

Recommended that the Seal Beach line be classed "Interurban," and pay allowed accordingly.

Disposition: Referred to Mr. Davis for consideration.

Recommended that more attention be given to keeping extra ribbon fuses on cars and at terminals. A recent case of blown fuse on one car of a 4-car train, there were no extra fuses on any of the cars, and none could be had at Sixth and Main Street terminal.

Disposition: Referred to Mechanical Department.

Complaint made that many of the 500-class cars or trains are not properly provided with signals; a recent case reported when only one red flag could be found on a three-car train.

Disposition: Mr. Williams stated it is strictly up to the crews to know they have proper signal equipment before leaving terminal.

Complaint made that the care of lanterns is being neglected; lanterns placed on cars are frequently without oil and the wicks so charred that they will not stay lighted.

Recommended that a lamp room be provided at terminals and placed in charge of regular lamp man; lanterns to be issued and signed for when taking run and turned back at end of run.

Disposition: The matter will be taken under advisement for further investigation and study.

Recommended that telephone be placed outside at Pine Street Station to expedite calling in to dispatcher; on Long Beach-San Pedro runs time is so limited, difficult to make schedule.

Discussion brought out the fact that delays were due more to getting change and tickets at ticket office, than on account of telephone.

Disposition: Will be taken under advisement and given further investigation.

Recommended that two men be kept on duty at ticket office until 8 or 9 p. m. to save delays in securing change and tickets and making turn-ins.

Disposition: Referred to Mr. Davis for consideration.

Recommended that arrangements be made to pay the proprietor of the drug store at 7th and Redondo Avenue for permitting trainmen to have access to private toilet.

Disposition: Referred to Mr. Davis for such action as may be consistent.

Recommended that bulletin be issued permitting the raising of gates on front end while loading passengers at terminals and congested points, to save delays.

Disposition: Referred to Mr. Davis for consideration.

A case was presented wherein a motorman refused passengers from a disabled car to carry them through to destination because they had not been provided with transfers.

A ruling was requested.

Disposition: Mr. Taylor stated that in this case the motorman was attempting to assume the conductor's duties; it is strictly up to the conductor to handle the fares.

Further attention was directed to the careless way the trainmen's room was being treated by the men themselves, and suggestion made that improvement in this respect would help make their quarters more comfortable for all concerned.

Disposition: It was moved and seconded that the men take more care of their room and its furnishings.

The motion carried unanimously.

It was moved and seconded that the management be extended a vote of thanks in appreciation of the recent increase in wages granted.

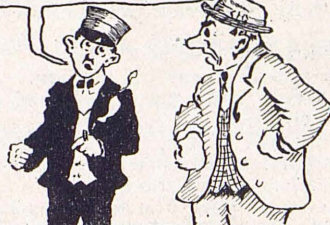
The motion carried unanimously.

There being no further business before the meeting, adjourned at 12:00 o'clock noon. G. H. GRACE, Secretary.

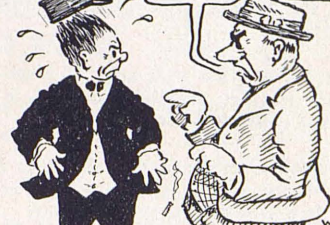
HOW COME! YOU DIDN'T SHOW UP THIS MORNING, PLUNK? OUT GATHERING GRAPES AGAIN?



NO SIR! I WENT TO BED RIGHT AFTER DINNER, AND I WAS TAKEN SICK ABOUT 8.30. PTOMAINE I THINK, MR MOLL.



HOW COME! YOU COME IN ON THE LAST VENICE TRAIN, WITH A DOLL IN YOUR HAND HOW COME? HUH! WENT TO VENICE FOR A DOCTOR I GUESS.



DON'T MR. CONDUCTOR!

By Passenger Traffic Department
Instruction Division

DON'T fail to read carefully, original pages 2 and 3, Local Passenger Tariff No. 802, which pages explain Rules and Regulations governing the tariff, special routing authorized, also defined interurban fare limits of towns and cities on each division.

DON'T fail to observe, particularly, instructions contained on page 4, relative to "Fares for Children," in which you will note that the minimum for such half fares will be six cents for the one way, and twelve cents for the round trip.

DON'T fail also to familiarize yourselves with the proper ages at which children are permitted to ride for half fare, which is clearly explained on page 4, Local Passenger Tariff No. 802.

DON'T fail to study, carefully, defined six cent fare limits of cities named on page 5, and honor within these limits only, 40-ride school commutation tickets, local transfers, 100-ride employee's commutation tickets, firemen's passes or police and mail carrier's badges.

DON'T overlook reference marks shown in tariffs, also foot notes at the bottom of pages explaining these reference marks.

DON'T fail to notice on page 33, that fares named between Altadena, Scripps or Mt. View Cemetery and University Park, Tierra Alta, Altadena Country Club or Country Club Park, apply via Altadena, and not via Colorado and Fair Oaks through Pasadena.

DON'T fail to read carefully Sections 1 to 13, inclusive, Bulletin 440-D, "Transfer Rules," in which you will notice important changes.

DON'T fail to notice in Section 3, Bulletin 440-D, that Pasadena Local Transfers, Form P. C. 2, must not be used in transferring to points in South Pasadena. Triplex will be used for this purpose.

DON'T fail to collect additional one-cent, when passenger presents a five-cent ticket for transportation, registering "Ticket Collected" and remitting the one-cent with other cash collections. This does not apply to 40-ride school tickets or 100-ride employee's commutation ticket sold for use within defined six-cent fare limits of cities named on page 5.

DON'T fail to read instructions relative to application of fares and tickets on Watts-South Pasadena line, Sierra Vista local line and Annandale line, which you will find posted in telephone booths at each terminal of these lines.

DON'T punch Duplex ticket, Form C.D.T.-2 or Triplex Form N.D.T.-1, where "Oneonta or La Senda" are embraced in bracket, when selling round trips between Los Angeles and these stations, as fares are different between Los Angeles and each of these points. Ticket must be punched "Oneonta" separately, or "La Senda" separately, as the case may be.

DON'T fail, when selling round trip between Pasadena and Oneonta or La Senda, to punch Duplex Form C.D.T.-2, or Triplex, Form N.D.T.-1, at point

where "Oneonta or La Senda" are embraced in bracket, as fares are the same between Pasadena and both these stations.

DON'T issue transfers "East" at Sunset Boulevard and Lake Shore from Edendale Line to passengers boarding cars South of First and Lake Shore.

DON'T issue transfers "West" at Sixth and Hill Streets from Hollywood line to passengers boarding cars West of Beaudry Avenue and Sunset Boulevard.

DON'T accept one five-cent coupon of Cash Coupon Books C C 1 and C C 2 and one-cent cash for local fares. Minimum detachment from these books is 10c or two coupons.

DON'T fail to punch time, when using going portion of triplex as a transfer when your car does not operate to destination to which fare or ticket collected applies to a destination. Failure to do this allows a stop-over.

DON'T honor 40-ride school books sold for use within defined limits of Santa Monica, South of Marine Street, nor 40-ride school books sold for use within defined limits of Venice, North of Marine Street.

DON'T issue transfers on transfers honored on Western Avenue and Franklin Avenue line, north of Hollywood Boulevard. Transfers issued east, on transfers honored at Western and Hollywood Boulevard, and Western and Santa Monica Boulevard must be punched to Normandie Avenue only using Form T. W. 1.

DON'T issue transfers to East Third Street, Seal Beach, or Seaside Park lines on Southern Pacific tickets reading between Los Angeles and Long Beach. These tickets read specifically to Long Beach and must be honored to Pacific Avenue Station only.

DON'T fail to issue Triplex Exchange checks to passengers destined to points beyond Thorne Street (City Limits), Watts-South Pasadena line, when your car is turned back at this point, punching same "Emergency"; also proper destination to which fare or ticket collected reads. Under no circumstances should you use Los Angeles local transfer or "Pasadena-South Pasadena transfers for this purpose.

DON'T fail to note defined limits of Wilmington shown on page 3. All tickets reading specifically to Wilmington (Canal Street) can now be honored to First Street Junction or Fulton Shipbuilding Plant.

DON'T issue transfers to the Union Oil Plant on the West Basin line to passengers presenting Wilmington tickets. Such tickets are only good to First Street Junction, or Fulton Shipbuilding Plant.

DON'T accept interurban exchange transfers, Form T. S. 1, or Triplex tickets at Slauson Junction when punched "Watts" or Vernon Avenue. Slauson Junction is not a transfer point between Watts local cars and Main line cars except Whittier-La Habra cars.

DON'T fail to note on page 3, that defined limits of Harbor City are now

Weston Street on the north and Smelter on the south. One way and round trip tickets sold to this point may be punched to Weston Street and honored as shown above.

DON'T refuse to issue emergency transfer or exchange check in case where passenger has been carried beyond destination, hat blows off car, or similar cases. If in local territory issue whatever form local transfer used in that territory, punching "Emergency" in proper direction, but when in interurban territory triplex must be used, punching destination to which fare has been paid; also "Emergency," giving to passenger going portion for other conductors collection. Under no circumstances should you use local transfer outside the limits of city for which such local transfer is used.

PE

NEVER HAPPENED.

"Will you kindly oblige me by driving your team off the track, that this car may proceed without further delay to its destination?" asked the motorman, with a pleasant smile as he doffed his cap, to the teamster who had blocked his car several squares.

"Certainly, my dear sir," replied the driver, as he reined his horses aside.

"Thank you, very much," said the motorman, handing him a cigar.

"Don't mention it, my dear friend," observed the teamster.

PE

RICH MEN WILL TELL YOU.

They found the first hundred dollars the hardest to save. At first it is hard to save. Then it becomes a habit. TODAY is the time to start saving.

INVEST YOUR SAVINGS

in

GOVERNMENT SAVINGS

SECURITIES

PRICES IN AUGUST

Thrift Stamps at twenty-five cents

\$5 Government Savings

Stamps for..... \$4.19

\$100 Treasury Savings Cer-

tificates for..... \$83.80

\$1000 Treasury Savings Cer-

tificates for..... \$838.00

For Sale at Banks and Post Offices.

3d

Brawn (to dentist)—"I won't pay anything extra for gas. Just yank the tooth out, even if it does hurt a little."

Dentist—"I must say you are very plucky. Just let me see that tooth."

Brawn—"O, I haven't got any toothache; it's Mrs. Brawn. She'll be here in a minute."

WITH THE "JOKE-SMITHS"

She—"I wonder why men lie so."
He—"Because women are so blamed inquisitive."

Don't believe all you see; the tallest shaft in the cemetery doesn't always reach nearest heaven.

The early American Indian was a firm believer in Safety—he hid behind a tree when danger was near.

There is always more talk going to a fishing hole than coming back home.

She "busted" her beads—
Accidental, no doubt—
And they rolled down her back—
But she shimmied 'em out!

"Was that a new girl I saw you with last night?"
"Nope; just the old one painted over."

"My mother's gone to town to pay some bills."
"We have men sent right to the house to collect ours."

"Look'ere—I asks yer for the last time for that 'arf dollar yer owes me."
"Thank 'evens!—that's the end of a silly question."

"How's this, waiter? You've charged me two dollars and a half for planked steak!"
"Sorry, sir, but lumber's gone up again."

"Mother found my little brother putting stockings on wrong side out this morning."
"Yes? What did she do?"
"Turned the hose on him."

"Who was it said that the unexpected always happens?"
"I don't know. Wasn't it somebody connected with the Weather Bureau?"

"So you've been fighting again, Willie?"
"Sure. You don't suppose I could get an eye like this attendin' Sunday school, do you?"

"Say! whatever become o' Kid Hall?"
"Oh! he went from bad to wuss. Quit train robbin' an' opened a cabaret."

JOYS OF BUS-RIDING

A maiden entered the St. Louis bus,
And firmly grasped a strap,
And every time they hit a hole,
She sat in a different lap.
The holes grew deeper, the jerking worse,

Till at last she gasped with a smile,
"Will someone kindly tell me please,
How many laps to a mile?"
—Republic Radio.

ARITHMETIC.

By Frederick Renschle.

He's teaching her arithmetic,
He said that was his mission,
He kissed her once, he kissed her twice,

And said, "Now, that's addition."
And as he added smack by smack
In silent satisfaction,
She sweetly gave him kisses back,
And said, "Now, that's subtraction."
Then he kissed her and she kissed him,

Without any exclamation,
Then both together smiled and said,
"Now, that's multiplication."
But dad appeared upon the scene
And made a quick decision:
He kicked the lad three blocks away,
And said, "That's long division."

PE

A Boston Conductor

"Fare!"
The passenger gave no heed.
"Fare, please!"
Still the passenger was oblivious.
"By the ejaculatory term 'Fare!'" said the conductor, "I imply no reference to the state of the weather, the complexion of the admirable blonde you observe in the contiguous seat, nor even to the quality of the service vouchsafed by this philanthropic corporation. I merely allude in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation set up by your presence in this car, and suggest that you liquidate."
At this point the passenger emerged from his trance.—Exchange.

PE

A Great Bend father has a son of fighting tendencies. The father endeavored to impress upon his mind that he must not fight anyone younger than himself. The boy met a strange boy later, and this conversation took place:

"Hello! How old are you?"
"Six years."

"I'm six, too—wanta fight?"
It is doubtful whether equal pay for men and women workers will ever be fair as long as women can continue to ride the street cars on transfers a week old and men can't.

PE

Preacher—"Dhat's as fin a goose as I evah see, Brudder Williams. Whar did yo' git such a fine goose?"

Host—"Well now, pahson, when yo' preaches a speshul good sermon, I never axes yo' whar yo' got it. I hope yo' will show me de same consideration."

PE

The first practical application of the three-phase system of power transmission which made interurban railways possible was in 1894.

PE

Wise Boss

Employer (to clerk): If that bore Smithers, comes in, tell him I'm out—and don't be working or he'll know you're lying.—Boston Transcript.

Phone Hollywood 322

Res. Phone West 4907

Automobile Supplies

B. C. ATTRILL GARAGE

Night and Day Service

Expert Repairing on All
Makes of Automobiles
Former Employe Engineering
Dept., Pacific Electric
Railway.

"A Square Deal to All"
5416 Santa Monica Boulevard
Just East of Western Ave.

"IT'S UP TO YOU"

Never was there such a clamor for the man who knows his trade! Whether with a pen or hammer, whether with a brush or spade he's equipped, the world demands him, calls upon him for his skill, and on payday gladly hands him a roll of roubles of its till. Little boots it what his trade is, building bridges, shoeing mules—men will come from Cork and Cadiz to engage him and his tools. All the world is busy hunting for the workman who's supreme, whether he is best at punting or at flavoring ice cream.

Up and down the lands are treading men who find this world a frost, toiling on for board and bedding, in an age of hustling lost. "We have never had fair chances, Fortune's ever used us sore," they complain, as age advances, and the poorhouse lies before. "Handy men are we," they mutter; "masters of a dozen trades, yet we can't earn bread and butter, much less jams and marmalades. When we ask a situation, stern employers cry again: 'Chase yourselves!' This weary nation crowded is with handy men. Learn one thing and learn it fully, learn in something to excel, then you'll find this old world bully—it will please you passing well!" Thus reply the stern employers when for work we sadly plead, saying we are farmers, sawyers, tinkers, tailors, gone to seed. So we sing our doleful chorus as adown the world we wind, for the poorhouse lies before us, and the free lunch lies behind."

While this tragedy's unfolding in each corner of the land, men of skill are still beholding chances rise on every hand; men who learned one thing and learned it up and down and to and fro, got reward because they earned it—men who study, men who know. If you're raising sweet potatoes, see that they're the best on earth; if you're rearing alligators, see that they're of special worth; if you're shoeing dromedaries, shoe the brutes with all your might; if you're peddling trained canaries, let your birds be out of sight. Whatsoever you are doing, do it well and with a will, and you'll find the world pursuing, offering to buy your skill.—Walt Mason in "Packard Doings."

An Old Will

Written Some Two Hundred Years Ago by a Friend of Little Children,
and Boys and Girls, and Lovers and Old Folks.

"IN THE NAME OF GOD, AMEN.—I, Charles Lounsbury, being of sound and disposing mind and memory, do make and publish this day my LAST WILL AND TESTAMENT, in order, as justly as I may, to distribute my interests in the world among succeeding men.

"AND FIRST, that part of my interests which is known in the law and recognized in the sheep-bound volumes as my property, being inconsiderable and of none account, I make no account of it in this, my will.

"My right to live, it being a life estate, is not at my disposal, but, these things excepted, all else in the world I now proceed to devise and bequeath.

"ITEM.—And first, I give to good fathers and mothers, but in trust for their children, nevertheless, all good little words of praise and all pet names, and I charge said parents to use them justly but generously, as the needs of their children shall require.

"ITEM.—I leave to children exclusively, but only for the life of their childhood, all and every, the dandelions of the fields and the daisies thereof, with the right to play among them freely, according to the custom of children, warning them at the same times against thistles. And I devise to children the yellow shores of creeks and the golden sands beneath the waters thereof, with the dragon-flies that skim the surface of said waters, and the odors of the willows that dip into said waters, and the white clouds that float high over the giant trees.

"AND I leave to children the long, long days to be merry in, in a thousand ways, and the night and the moon and the train of the milky way to wonder at, but subject, nevertheless, to the rights hereinafter given to lovers; and I give to each child the right to choose a star that shall be his, and I direct that the child's father shall tell him the name of it, in order that the child shall always remember the name of that star after he has learned and forgotten astronomy.

"ITEM.—I devise to boys jointly all the useful idle fields and commons where ball may be played, and all the snow-clad hills where one may coast, and all streams and ponds where one may skate, to have and to hold the same for the period of their boyhood. And all meadows, with the clover blooms and butterflies thereof; and all woods with their appurtenances of squirrels and whirring birds and echoes and strange noises; and all distant places which may be visited, together with the adventures there found, I do give to said boys to be theirs, and I give to said boys each his own place at the fireside at night, with all pictures that may be seen in the burning wood or coal, to enjoy without let or hindrance and without any encumbrance of cares.

"ITEM.—To lovers I devise their imaginary world, with whatever they may need, as the stars of the sky, the red, red roses by the wall, the snow of the hawthorne, the sweet strains of music, or aught else they may desire to figure to each other the lastingness and beauty of their love.

"ITEM.—To young men jointly, being in a brave, mad crowd, I devise and bequeath all boisterous, inspiring sports of rivalry. I give to them the disdain of weakness and undaunted confidence in their own strength. Though they are rude and rough, I leave to them alone the power of making lasting friendships and possessing companions; and to them exclusively, I give all merry songs, and brave choruses to sing, with smooth voices to troll them forth.

"ITEM.—And to those who are no longer children or youths or lovers, I leave Memory, and I leave to them the volumes of the poems of Burns and Shakespeare and of other poets, if there are others, and to those who are no longer children or youths or lovers, I leave, too, the knowledge of what a rare, rare world it is.

Charles Lounsbury

Witness: Millum Fish

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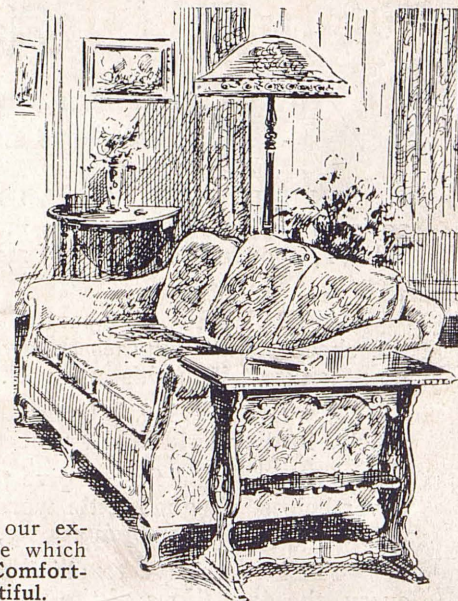
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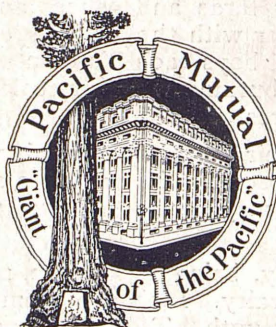
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