



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL., JANUARY 10, 1922

No. 8

OUR NEW YEAR'S RESOLUTION

The Pledge

To be loyal each day to
Our Company.

To conserve it's material and
protect it's well-being.

To strive diligently to better
it's financial interests and
there-by safeguard our own.

To be more courteous and
considerate of all our patrons
and there-by earn their increased
respect and good-will.

To make the Golden Rule a
fact and not merely a
precept.

To be a Man, filling a Man's
place in a man's game, and
prove our's the best
manned industry in
Southern California.

Signed
Every Employee

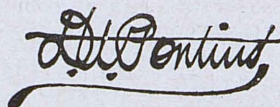


Putting the New Fares Into Effect

Wish to take advantage of this opportunity of expressing the very great appreciation of the management, and of myself personally, of the manner in which all employes of the Company have assisted in putting our new fares into effect.

Especially do I wish to thank trainmen and members of the Transportation Department Staff for their diligent and enthusiastic efforts in acquainting themselves with the new fares, rules, regulations, etc., and applying them.

Co-operation of this kind with the management of the Company is bound to lead to greater things and to the success of the Company which benefits us all.

A stylized, cursive signature in dark ink, reading "J. B. Pontius". The signature is written with a fluid, connected script, with the first letters of each word being capitalized and prominent.

VICE-PRESIDENT AND GENERAL MANAGER

NEWS FROM THE PACIFIC ELECTRIC CLUB

CLUB CALENDAR

Tuesday, January 10—
Western Division Safety Committee meeting in assembly hall 2 p. m.

Wednesday, January 11—
Pacific Electric Rod & Gun Club meeting in Assembly Hall 8:00 p. m. Fried rabbit will be served after meeting.

Thursday, January 12—
Moonlight dance in Auditorium 8:30 p. m.

Friday, January 13—
Regular movie show in Auditorium 7:45 p. m.

Saturday, January 14—
Agents association meeting in Assembly Hall 8:00 p. m.

Monday, January 16—
Pacific Electric Band rehearsal 8:00 p. m.

Tuesday, January 17—
Northern Division Safety Committee meeting in Assembly Hall 2:00 p. m.
Transportation Department meeting of all employees of all divisions 8:00 p. m.

Wednesday, January 18—
Pacific Electric Club Grand Annual Ball at The Redondo Dance Pavilion. Music by the Pacific Electric Band from 8:30 to 11:00 p. m. Free transportation issued to all employees and their dependents and not charged against the regular monthly allowance.

Thursday, January 19—
No dance at Pacific Electrical Club on account of Grand Annual Ball held at Redondo.

Friday, January 20—
Regular movie show in Auditorium 7:45 p. m.
General Staff meeting in Assembly Hall 10:00 a. m.

Monday, January 23—
Pacific Electric Band rehearsal 8:00 p. m.

Thursday, January 26—
Regular Club dance in Auditorium 8:30 p. m.

Friday, January 27—
Regular movie show in Auditorium 7:45 p. m.

Saturday, January 28—
Pacific Electric Club entertains all employees of the Pacific Electric Railway located at Long Beach, Torrance, Redondo and San Pedro at San Pedro. Social dance and entertainment. Watch for special flyer giving full details.

Monday, January 30—
Pacific Electric Band rehearsal 8:00 p. m.

Thursday, February 2—
Jazz novelty dance in Auditorium 8:30 p. m.

Friday, February 3—
Regular movie show in Auditorium 7:45 p. m.

Monday, February 6—
Pacific Electric Band rehearsal 8:00 p. m.

Tuesday, February 7—
Southern Division Safety Committee meeting in Assembly Hall 2:00 p. m.

Thursday, February 9—
Western Division Safety Committee meeting in Assembly Hall 2:00 p. m.

Friday, February 10—
Regular movie show in Auditorium 7:45 p. m.

BAND OUTING AT MT. LOWE

Our big band had a most enjoyable outing at Alpine Tavern, Mt. Lowe, on December 16th, notwithstanding the heavy rain that prevailed that day. The patrons of the Tavern were also gratified by a spendid concert played by the organization.

LIBRARY CONTRIBUTIONS

U. S. Allen, sub-station operator, Sherman, presented the Club with the following books: "The Girl by the Roadside" by Varick Vanardy; "Mr. Desmond, U. S. A." by John Coulter; "The Golden Bough" by George Gibbs.

M. R. Skemp, Motorman, Western Division, presented the Club with an interesting book entitled "The Devil's Admiral" by Frederick F. Moore.

Mr. M. S. Wade, Treasurer, donated to the Club a year's subscription to the "National Humane Review" which is greatly appreciated by the club members.

THE CLUB-HOUSE RENOVATED

Authority was recently given by our Vice-President for club betterments in the way of painting, decorating and some refurnishing, and since the work has been completed the appearance of our club-house has been much enhanced.

Appreciation is freely expressed by the membership.

THE CLUB'S ANNUAL BALL

The big annual terpsichorean event (ordinarily called our Annual Ball), and looked forward to eagerly by many of our employees, will occur at Redondo Beach Auditorium on Wednesday evening, January 18th, and doubtless will be the most enjoyable of events.

Announcement cards have been sent throughout the system, and employees, their families, and friends will be welcomed at the festivities.

Some day a popular song writer will give us "The Automobile Blues" in four flats.—Detroit Free Press.

CLUB COMMITTEE MEETING

Minutes of meeting of Executive Committee of the Pacific Electric Club, held in the Committee Room of the Club on Wednesday, December 7, 1921, at 2:15 p. m.

ABSENT: Messrs. O. A. Smith, President; F. B. Howe, C. L. Blades, W. W. Robbins, R. M. Hyde, J. M. Geopfort, R. D. McKesson, J. M. Gowanlock, S. A. Bishop, H. A. Cullo-den.

Due to the fact that our President, Mr. O. A. Smith, was absent in San Francisco, Mr. J. C. McPherson acted as temporary President.

Club Fund:

Balance on hand Oct. 31st...\$ 429.56
Receipts 1187.55

Total\$1617.11
Paid out in bills and expenses. 1045.67

Balance on hand Nov. 30th...\$ 571.44

Relief Fund

Balance on hand Oct. 31st....\$ 939.08
Receipts 284.85

Total\$1223.93
Paid out in Relief 636.76

Balance on hand Nov. 30th ..\$ 587.17

Mortuary Payments.

Walter C. Hughes, Mechanical Department No. 45-

Beneficiary, Olive Marion Hughes, wife, amount\$612.50

The matter of the entertainment given to our Pasadena and vicinity employees at Mount Lowe on December 7th was brought up by Mr. Stuart, who stated that he expected between 150 and 200 employees would be present.

New Membership Drive: Mr. Stuart reported that he is much encouraged in regard to the new membership campaign; that since October 15th we have secured 417 new members, in addition to which Mr. G. W. Orr stated he brought in about 25 new applications, and Mr. Charles P. Hill 15 new applications to-day, December 7th.

The desire of the Club Management to procure reasons from our various employees why they did not see fit to join our Club was brought about by the fact that it would help us to write them more intelligently along the lines mentioned when we take up with them later on, in detail, the number of benefits derived from being admitted to membership in the Pacific Electric Club.

Mr. Pierce of the Mechanical Department at Torrance thanked the Club for its co-operation in the matter of the purchase of uniforms for the All-Star baseball team, \$170.00 having been collected for that purpose at the entertainment held in the Club Auditorium Saturday evening, November 26th.

Victor Records: Mr. M. C. Brucker of the General Passenger Department read a letter from some of our Club members in his department re-

commending that the Club purchase three or four new records each month for the Club victrola, also that a list of said records be published in the Pacific Electric Magazine.

Community Singing: Mr. Stuart stated that he expected to have started community singing at our next movie show, the feature to be old songs, to last ten minutes. Miss Seber of the Chamber of Commerce is co-operating with the Pacific Electric Railway Company in developing industrial music, and the lady is very desirous of having the Club put on a "Pacific Electric Night" and have all our employes take part on this program, which would include our band, orchestra, choral society, vaudeville performance, singers and dancers. Miss Seber has been selected by the Chamber of Commerce because of her ability in this work. We expect to put on one big night.

Pacific Electric Band: The band is to celebrate its annual vacation at Mount Lowe on December 18th.

Repairs To Club Rooms. The Manager called attention to the fact that it would be necessary to close the club rooms for three days, Monday, Tuesday and Wednesday, December 12th, 13th and 14th, on account of repairs to floors.

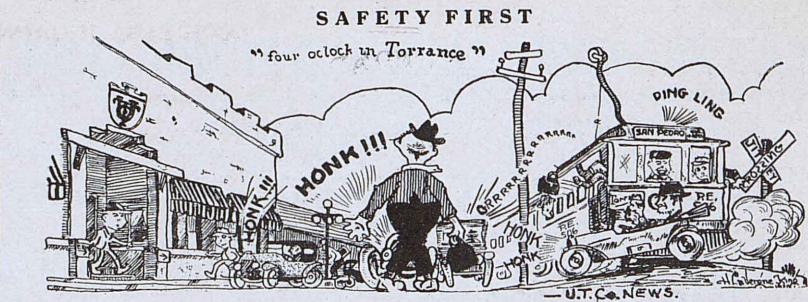
Southern California Telephone Company: Mr. Stuart read copy of his letter written to Mr. Wright, Manager of the Southern California Telephone Company, thanking him for the entertainment his company put on at our club auditorium on November 18th for our employes.

Unfinished Business: Special Patrol Duty—Mr. Stuart stated that he had taken up this matter, as per letter received from Mr. De La Cour, dated October 24th, to our President, Mr. Oscar A. Smith, which was referred to the Chief of Police Department, who advised us not to take the matter very seriously at the present time.

There being no further business, the meeting adjourned at 2:15 p. m.

MOVIE PROGRAM

January 20th: Main Feature—"Miss Lulu Bett" with the following Stars: Lois Wilson, Milton Sills, Theodore Roberts, and Helen Ferguson. Zona Gale's great novel and play—now a screen sensation! Inside facts of American family life! Snatched from our parlors and porches and held where the world may see! The story of a woman who thirsted for love and whose nature had always been starved—see what she did to win happiness. Lois Wilson as "Lulu Bett," the drugging spinster who thirsted for love. Milton Sills as the man who picked up the pieces of Lulu's broken romance. Theodore Roberts as the hypocritical head of the house where Lulu made her home. Clarence Burton as the man who Lulu married before she learned he had another wife. Helen Ferguson as the runaway flirt who flung a bomb at Lulu's respectability.



Capitol Travelaugh—By Hy Mayer "Such is city life in summer."

Your Pipe Case—How it is made.

The Dance of Ancient Arabia—Julian Ollendorf present Miss Marie Tolman in a dance that might have been danced by the girls of the "Thousand and One Nights."

Looping the Hoops—The Novagraph slow motion camera shows how it may be done.

Pathecolor—Insect artists; the wonderful constructive ability of the spider.

By the Still Waters—Beautiful water scenes taken in remote districts of Massachusetts.

February 3: Main Feature—Betty Compson in "The Little Minister."

Smiles and Tears for Twenty Years! Over all that time, the best loved romance in the world has been "The Little Minister." A novel enshrined in the hearts of millions. The greatest stage success Maude Adams ever played. Now its love, its charm and its thrilling events are the ideal delight on the screen. And Betty Compson—the ideal gypsy Babbie! If you want an hour and a half of perfect entertainment, see "The Little Minister."

Snub Pollard—in—"Big Game."

Capitol Travelaugh—By Hy Mayer—Such is life in New York's "Uptown."

Buttons—How they are made.

Over The Jumps—The Novagraph slow motion camera shows some steeple-chasers in a beautiful analysis of motion study.

In The Shadow of Mont Blanc—Awe inspiring scenery near Cham-anix.

February 10: Main Feature—Jack Holt in "The Call of the North." Lonely land of the snows and the howling wolf pack. Where the will of the strongest man is law. Where the way of defeat is the "Trail of Death."

Into this land, and against the tyrant who ruled it, comes a rank outsider to conquer, avenge and love. A drama that stirs the blood like a wintry wind in the face. Racing through dauntless adventure. Amid the wild beauty of Nature untamed.

Harold Lloyd Comedy "His Royal Snyss."

Just a Rose Bowl—How it acquires its sparkling beauty through cutting.

Lawn Leapers—The Novagraph slow motion camera shows some stunts you can do on your lawn—maybe!

Dame Nature's Air Fleets—Dr. Ditmars reveals how some plants spread their seeds.

Pahtecolor—Some of the splendors of the Yellowstone National Park.

February 17: Engagement Extraordinary—"Get-Rich-Quick Wallingford." The tale of a couple of happy crooks, who were startled, one day, to find themselves honest men. While they were "boosting Battlesburg"—you'll see more fun to the foot of film than ever oozed from another screen comedy.

A Story known the world around—and all of it "just folks." Overflowing with village kindness and rib-tickling kinds of dern-fool human nature. Every scene a gasp of surprising drama, bursting into roars of merriment. Cast includes Sam Hardy, Doris Kenyon, Diana Allen, and Norman Kerry.

Come and collect your share of a fortune in golden laughter.

Aesop's Fables Modernized.

Capitol Travelaugh—By Hy Mayer "Such is life in Ramblersville."

Simple Swimming Strokes—The Novagraph slow motion camera demonstrates what they are.

To Cut or Not to Cut—Spaghetti; making it—and eating it.

Where Water Means Wealth—Scenes in and about Fez, Morocco.

January 27: Engagement Extraordinary—"The Sheik" with Agnes Ayers and Rudolph Valentino.

See the auction of beautiful girls to the lords of Algerian harems.

See the barbaric gambling fete in the glittering Casino at Biskra.

See the heroine, disguised, invade the Bedouins' secret slave rites.

See Sheik Ahmed raid her caravan and carry her off to his tent.

See her stampede his Arabian horses and dash away to freedom.

See her captured by bandit tribesmen and enslaved by their chief in his stronghold.

See the Sheik's vengeance, the storm in the desert, a proud woman's heart surrendered.

See matchless scenes of gorgeous color, and wild free life, and love, in the year's supreme screen thrill.

Harold Lloyd Comedy—"Get out and Get Under."

Maybe the reason there is no demand for shingles is because most people are covering their homes with mortgages to buy automobiles.

THE CLUB SANTA CLAUS

The management of the Pacific Electric Club played Santa Claus to the following employees at the Golden State, Pacific and Pasadena Hospitals:

Golden State Hospital

R. A. Roberts, Receiving Cashier, Macy Street.
Fred Thomas, Electric Department Operator, Del Rey.

C. L. Hickman, Electrical Wireman.

G. Lovejoy, Carpenter, Bridge and Building, Engineering Department.

Pacific Hospital:

E. T. Harriman, Motorman, Western Division.

Harry H. Hinsley, Brakeman, Southern Division.

Pasadena Hospital:

Ritch Clark, Manager Dance Pavilion, Redondo.

C. E. Larivee, Conductor, Southern Division, 601 Lemon Avenue, Monrovia.

George Churchhill, Key West Hotel, 533 South Grand Avenue.

W. E. Bittner, Olive View Sanatorium, San Fernando.

Mrs. Eleanor Wiley, Receiving Cashier, 219 South Shamrock, Monrovia.

C. H. Killian, Auditing Department, Edgewater, Colorado.

Each of the above received a nice Christmas package containing the following: 1-lb. box raisins, 1/2-lb. box chocolate candy, 1/2-lb. package figs, 1-lb. package walnuts, 1 jar honey, 1 can olives, 3 apples, 3 oranges, 3 packages of chewing gum, and 3 packages of life savers.

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

LEWIS E. BOYER

The grim reaper—death—invaded our ranks on December 24th, and removed from our midst the person of Lewis E. Boyer, one of our oldest and best known employees, his demise occurring suddenly at his home in South Pasadena, and with the announcement came the expression of much regret from many of his associates of years duration.

Mr. Boyer was born in Canal Winchester, Ohio, and at the time of his death was in his sixty-first year.

He entered the service of the Los Angeles-Pacific Railway (now a part

ACCIDENTS DURING NOVEMBER, 1921,

	Northern Division 1921 1920		Southern Division 1921 1920		Western Division 1921 1920	
Interferences with vehicles.....	125	104	111	75	163	122
Collisions and interferences with cars.....	5	7	10	6	11	13
Persons struck by cars.....	4	7	5	5	4	5
Derailments	8	8	13	24	9	10
On and off moving cars.....	12	27	13	25	33	44
Miscellaneous	29	12	38	20	41	15
	183	165	190	155	261	209
Interferences with vehicles.....	399		301	32.5%		Increase
Collisions and interferences with cars.....	26		26	00.0		
Persons struck by cars.....	13		17	23.5%		Decrease
Derailments	30		42	27.7%		Decrease
On and off moving cars.....	58		96	39.5%		Decrease
Miscellaneous	108		47	129.7%		Increase
	634		529	19.8%		Increase

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—NOVEMBER, 1921

Passenger Revenues	\$ 920,964.02
Freight and Switching Revenue.....	393,077.48
Other Revenue	67,703.85
Total Railway Operating Income.....	\$1,381,745.35
Total Railway Operating Expenses:	
Wages	619,682.34
Other Charges	327,642.25
Transportation for Investment—Credit.....	949.78
	946,374.81
Revenue Less Operating Expenses.....	435,370.54
Depreciation	22,932.38
Taxes Assignable to Railway Operations.....	74,306.02
Total Depreciation and Taxes.....	97,238.40
Revenue Less Operating Expenses, Depreciation and Taxes.....	338,132.14
Non-Operating Revenue	5,134.87
Net Revenue	343,267.01
Interest on Bonds and Other Debt.....	319,974.58
Rents and Miscellaneous Income Deductions.....	47,305.84
Total Deductions	367,280.42
Net Loss for month.....	\$ 24,013.41
Net Loss, 11 Months this year.....	\$ 653,844.28

of the Pacific Electric) in 1900—22 years ago—and with the organization of the Personally Conducted Trolley Trips—about 19 years ago—he became a Conductor-Guide of that service, and during those years probably formed a greater number of acquaintances than any man in this section of the country, and his popularity with tourists was not equalled by anyone. During these nineteen years he has been for Los Angeles and the territory through which he labored, a reliable encyclopedia of knowledge, which he imparted in a way very pleasing to our patrons. He became more and more, as the years went by, a valuable public servant in the full sense of the term. Few indeed were the complaints entered against him, and many were the compliments received of his unfailing courtesy to those who came upon his car.

Who knows the many thousands of visitors to our Southland he guided aright in their desire to learn of our resources and possibly settle

among us. In nineteen years he made in excess of 6000 trips over his circuit and it is not beyond doubt that he addressed more than 500,000 persons during that period.

Yes, Mr. Boyer will be greatly missed from the service. For years to come he will be inquired for by those he has conducted in former years. He did his part in building this country, as one of our oldest, most loyal employees.

Services were conducted on Dec. 28th at Fitch Undertaking Parlors followed by interment at Inglewood Cemetery.

His bereaved family have the unbounded sympathy of all who knew him.

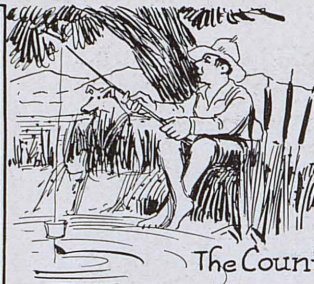
Losing one's temper means losing peace of spirit, losing control over self, losing clearness of thought, losing grasp of the situation, and usually losing the respect of bystanders. Yet some foolish people speak of "only losing one's temper" as if it were nothing.—Ex.



The
LAW
Student



The Counselor
at LAW.



The Country boy

OUR BRAND NEW 2nd VICE-PRESIDENT MR. FRANK KARR

BY ONE OF HIS OFFICE STAFF

aided by a man who was willing to take a chance on the boy, he got enough cash, about \$200, together, and came to California; got into Stanford University—for he felt the need of more education—and tackled the proposition of working himself through. Don't we all know how he fought his way through college, paying back that loan, and carrying himself, by hard, manual labor—sewing barley sacks on a California ranch, driving mules, slaving at a summer camp, milking the cows, and cooking for the help? Say, friends, that takes stuff, doesn't it? And deserves success.

Say, do you know why Frank had to come to the Golden State in order to get into a college? Back in Illinois, in his school days, a bunch of red-blooded American youths, Frank's class, had burned in effigy Governor Altgeld, whose anarchistic tendencies met with their condemnation. Did they tell on one another? Not so you could notice,—and the whole crowd, Frank included, became exiled from the institutions of learning of the State! So Frank came to California, because he wouldn't squeal, and because he hated socialism and anarchy.

Stanford gave him a college training, every month of it earned by hard struggle. One suit of clothes, fifteen dollars per month, room and board. That makes a man appreciate his studies and absorb them.

From college, Frank came to Los Angeles. His first job was carrying books, for lawyers, in a library—dusting them off, putting in a "marker," and placing them in a neat row! Not much of a job, fellows, but he did it as well as it could be done. Then he saw a chance, and the town of San Pedro woke up one morning to find a law office there. A desk, three chairs, and about six books, and Frank was launched. It wasn't an easy fight, even then. The first months were hard sledding—not a great encouragement for Frank and

his wife—for he had found a girl who had faith in him and was willing to trust his future. And Mrs. Karr has done her share in the upward struggle from these small beginnings, and merits of the credit.

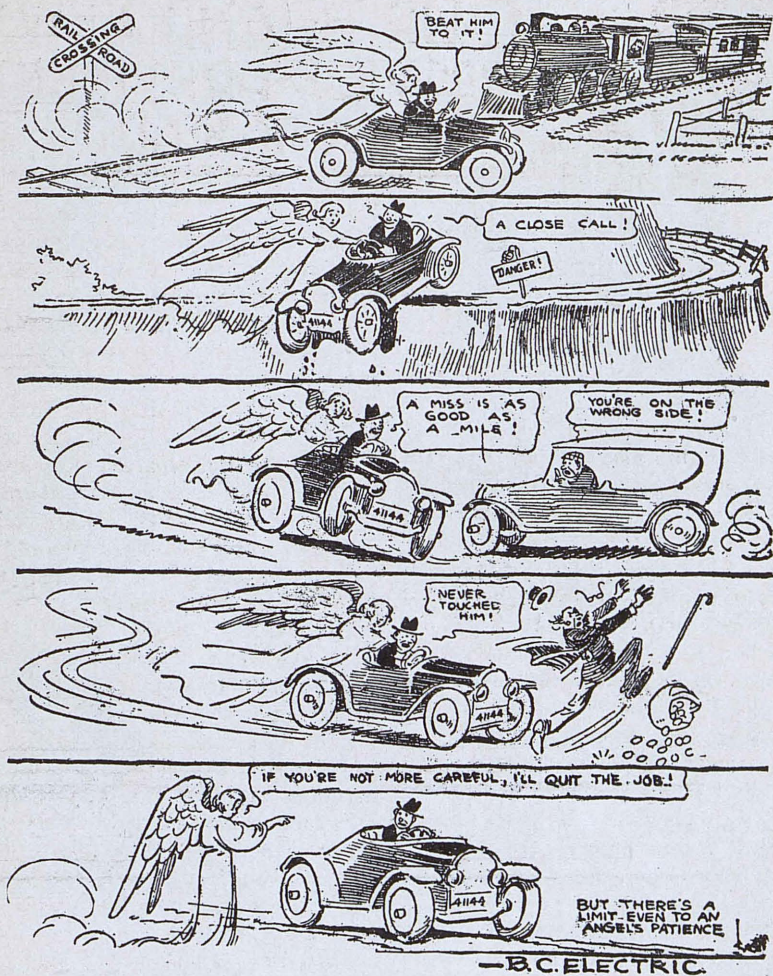
Then followed shortly Frank's connection with the Pacific Electric. Through the law department, he came in close touch with all the affairs of the company, financial, operative, and political. And what he touched, he learned, from the very bottom, thoroughly. Largely through his work adjustment of rates seems within sight, and improvement of the financial status of the Company. Good relations with the employes have been promoted, and a spirit of loyalty to the Company has sprung from his example. Vexatious legal matters have been met and cleared away. He has done the job well, and has, at the same time, remained the plain, democratic, good fellow, to whom we all feel we can go for help in our work.

Intimate knowledge of the tidelands and the harbor situation at San Pedro, gained because it is his habit to be thorough, gave him the opportunity to conduct the vast litigation that arose in that field, and brought his talents to notice that, in 1913, he was made Chief Counsel of the Pacific Electric Railway Company. Since holding that high office, he has discharged its great duties with rare ability; has conducted many of its causes in the courts, and appeared in its important matters before the California Railroad Commission, the Interstate Commerce Commission, and the National War Labor Board; and represented it in many public meetings. At the same time, he has, because he insists upon being thorough, actively participated in the work of every department of the Company, and familiarized himself with all its business. Is it any wonder that we are now congratulating him and the Company, upon his elevation to the directorate, and his selection as Second Vice-President? May he fare well, and long enjoy his hard-earned and much merited success!

pany or for any of the men.

This man, whose attainments, energy and patience have now been so splendidly recognized, is but the boy grown up. Back in Illinois, Frank,—like many poor boys of the time, took his turn at school teaching. Thirty dollars a month and board with the family of one of the trustees, don't look like much nowadays, but to Frank Karr it was a whole lot, in the early nineties. In a year or so, he had actually saved a little, and

EVEN GUARDIAN ANGELS GET TIRED!



"SAFETY WEEK" A MISNOMER By S. A. Bishop

"No-Accident Week" is a misnomer—with over two hundred thousand automobiles, three steam railroads, a large Street Railway System, and an Interurban Railway which alone runs over 7900 trains daily over one thousand grade crossings, the most enthusiastic member of the Los Angeles Safety Council could hardly expect to have even a day, much less a whole week, pass without a single accident.

The Los Angeles Safety Council is composed of a representative membership including the Automobile Club of Southern California, Chamber of Commerce, the Steam Railroads, Electric Railway Lines, Advertising Club, Lion's Club, Kaiwanis Club, City Club, Los Angeles Gas Company, Edison Electric Company, etc., and its endeavors have just commenced with the "Safety Week," and will be carried on during the whole year, and we trust to perpetuate the organization.

With the press, which was generous in giving space and notice of our activities, and other publicity methods, the whole seven hundred thousand people of our City had notice, and an opportunity to cooperate, think, and practice Safety.

The concrete results are not measured alone by the reduction of accidents during the week as compared with the same period last year, since the future should reflect improvement because of the endeavor to eliminate the element of chance on the part of a great number of persons, who have been "sold" the Safety idea.

In self-preservation one should practice "Safety," and thereby eliminate the chance of sustaining an injury or damage to his own property. If he answers affirmatively the query "Am I my brother's keeper?" then he should surely follow safe methods, to spare injury to his neighbor or damage to his property.

All right thinking railroad men and women firmly believe in and act "Safety-first," and they should think and preach and spread the gospel of Safety and I hereby transcribe my firm belief that the Pacific Electric Organization will do this very thing and thereby serve our own interest as well as protect the lives and limbs and property of our fellow-citizens.

This bit of irony, sarcasm or something appears in the form of a sign on a Scottish golf course: "Members will refrain from picking up lost balls until they have stopped rolling."—Boston Transcript.

HERE IS A REAL BOUQUET

To the editor's desk came a little epistle the other day, and the flowers of friendliness and appreciation contained therein should not be allowed to wither unshown. You know what is said about "bread cast upon the waters?" Here is the proof:

W. G.

I once drove a pencil
At Torrance, for White,
In the happy days gone by—
And I worked by a fellow
With honor so bright
He will in my mem'ry ne'er die.

I refer to the man
Who to Mayor has risen;
A better one never could be—
Ne'er a mean thought
His mind did imprison,
He always the good side could see."

"Dear Editor:

I would be pleased if you could insert this little "effort" in your Magazine as I often think with much pleasure of the days when I was an employe of the Pacific Electric Ry. By all means, it is the finest company to work for in the United States—and I have seen some of the country.

Some people may pay a trifle more, some less; but there is more to your work than mere money. There is good fellowship, decent treatment, good working conditions, and a host of other considerations, and in all these the Pacific Electric Company is equalled by few and surpassed by none.

Sincerely yours,

E. L. TUCKER

5036 Calumet Ave. Chicago."

JACK DELBRIDGE RESIGNS

On December 10th, Jack Delbridge, 23 years years a trainman of the Northern Division, tendered his resignation to Superintendent Bradley, and the announcement of this will bring forth many expressions of regret from his fellow workers in that branch of the service, as well as from many others in other departments who knew him and admired his many sterling qualities.

Superintendent Bradley voices the sentiment of the Company in his reply of Dec. 31st, when he said: "It is with regret that your resignation is accepted, and in doing so I wish to express in behalf of the Company our sincere thanks for your hearty loyalty and services during the past twenty-three years, and to extend you our very best wishes for your future success."

Mr. Delbridge will enter the dairy business in Pasadena on a large scale, and will undoubtedly be successful as for some time past he has made extensive research and study of the business, and conditions relating thereto.

All success is a matter of service. We get paid—whether our employer be the public or an individual—for what we can actually deliver. Therefore, the direct route to success involves a study of the methods by which we can increase the value of our service.—Ex.



SANTA FE
MACHINE SHOP.



Came to U.S.
when 16 years old



BORN IN
IRELAND

LOCOMOTIVE ENGINEER.

BACK in The Emerald Isle several years ago; and it doesn't matter how many, a few more or less making no difference at all—at all, a lad came into The World and was promptly named James Cullen McPherson; and, in that manner said to be somewhat peculiar to the Irish he began making his mark in the world. Be-times the mark was on the other fellow and occasionally on him self; but a mark's a mark for a' that.

At the merry age of 16 he came to America, another habit of the Irish, but he didn't tarry in New York and become a policeman as per the time honored proverb, and that's where he made another mark on his straight line of progress. Instead, he arrived at Raton, New Mexico in due course of time, entered the employ of the Santa Fe in the machine shops, smeared himself properly with car-grease and became thoroughly inoculated with railwayitis, and there-ye-are.

Bejabers, an the next thing he's teakettle firin'; and from there he goes over to the right-hand side of the cab, sets her way down in the corner and raises so much Erin with the fireman that he gets sent to the round house as Foreman.

Progressin'? Sure he is.

In 1895, true to his tribe, whose natural instinct makes them first in, whether its a fight or a foot-race, he came to California to take a whirl at our first inter-urban electric railway, the Los Angeles & Pasadena Railway, if you please; and still



J. C. McPHERSON
Supt. East Bay Electric Div.
(Southern Pacific)

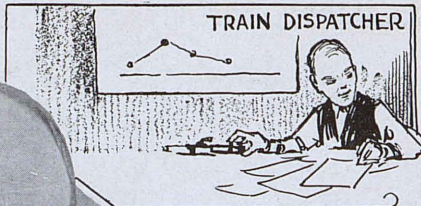
wanting to be first into town or anything else, he grabbed the front end of a trolley car as motorman, with Oscar Davis (excuse us,—Supt. O. P. Davis) holding down the back platform; and Horace Anderson (again excuse,—Electrical Supt. S. H. Anderson) pumpin' juice to 'em over the trolley wire.

It was some inter-urban railway—10½ miles of rail, 15 cars, and 250 K. W. power—but that indeed was the beginning of our present great system of over 1100 track miles, 1000 cars and 4700 trains a day under schedule.

His next advance was in 1900 to the position of Dispatcher, and through the various subordinate official positions until 1907 when appointment came as Superintendent of the Los Angeles Interurban Railway which largely comprised what was then known as "The Traction System," embracing all Los Angeles City Lines, north, west and southwest, with narrow gauge interurban line to San Pedro, as well as the Glendale and Edendale lines.

When the consolidation of electric lines was made in 1911, he was appointed Superintendent of the Northern Division, remaining until 1913, when he went to Oakland as Superintendent of The Oakland, Alameda & Berkeley (So. Pac.)

TRAIN DISPATCHER



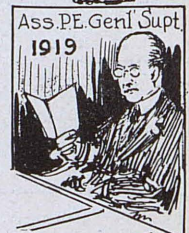
CAPT. of ENGRS.

1918



Ass. PE. Genl Supt.

1919



lines, and was "going good" when the war broke out, and so did his Irish, and t. l. with railroad-in' whin a man can fight.

And he fought!
Everybody!

Anywhere!

Officers and all!

Until he broke into the Army, and got into France as a Captain of Engineers in charge of transportation at Bass-eus, Docks, Bordeaux, where in spite of the fact that nobody south of a Colonel amounted to anything he fought the good fight getting grub and bullets toward the front in d. q. time; and for which, believe us, the dough-boys were grateful and the Germans most sorrowful. And he kept fighting them; until he "busted" into a hospital over there, and about the time he broke out again the war was over and that was—something else.

Back to the Pacific Electric "Mac" came from France in 1919 as Assistant General Superintendent, and here he has remained until the day of December 28th when he left for Oakland to again assume the superintendency of the East Bay Electric Div. (So. Pac.)

We're glad; yet we're sorry. You know why; we needn't write it.

We all of us who know him, love him like a brother.

There are other men, but there's only one Jim McPherson.

We're going to miss him like the mischief. Jim, himself knows how much; and that's all that makes us glad.



HOW WE WEATHERED THE STORM

Combined Losses Will Reach Approximately \$110,000

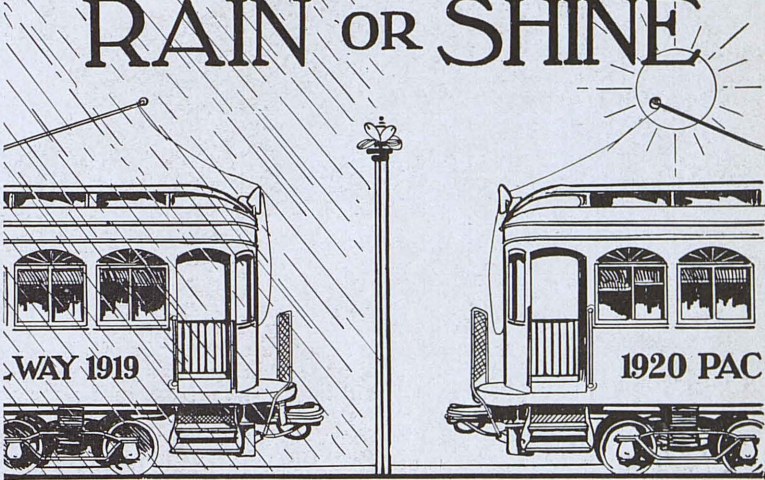
A survey of the damage done by the storm ending December 27 reveals that our line serving the San Fernando Valley was washed out or buried beneath debris in the vicinity of Kester and Wilcox as the result of the rampage of the waters from the Picoima District. Our Colegrove line in the vicinity of La Brea Blvd. was covered with mud and silt due to the great amount of water being diverted in this direction from the Hollywood section. The lines in the Crescent Bay district being well drained suffered little damage. The bridge spanning the Ballona Creek north of Del Rey was washed out due to the great volume of water flowing into this drainage canal from the south and west portion of Los Angeles. Our Glendale line bridge at Ivanhoe suffered damage to a few bents due to the great amount of timber and debris battering against the structure. Our greatest loss was experienced on our Monrovia Line in the vicinity of Largo, where the unchecked waters of the raging San Gabriel River left its channel and sought other outlets. Although the river at this point is spanned by a concrete arch bridge one thousand feet in length, new channels have been cut necessitating the driving of some two hundred feet of pile trestle. This spot was a busy scene as the large crane was placing rip rap at the base of the concrete abutments and the driver placing piles to hasten the opening of the line.

The San Bernardino main line encountered great quantities of water, sand and debris in the vicinity of Irwindale. East of Claremont we were confronted with the heavy flood conditions irraginating in San Antonio Canyon. In the vicinity of Bench, minor washouts required the installation of cribbing to maintain operation over the line. Between San Bernardino and Colton, the Lytle Creek carried great quantities of water but constant watch and quick action by the men detailed to this work prevented serious tie-ups.

On our Southern Division, the Long Beach line at Cerritos receives the major volume of water flowing through the recently completed flood control channel which empties into the ocean in the vicinity of Morgan Avenue, Long Beach. Constant patrolling of the Cerritos Bridge and the guiding of the great mass of debris through the bents prevented serious damage at this point. The Whittier Line in the vicinity of Burke felt the onrush of the San Gabriel River and the bridge at this point lost three bents. The Santa Ana Line, in the vicinity of Morton and Palo Verde encountered the high waters of the Santa Ana River. The principal damage was caused by the side washing of the roadbed due to breaks in the dikes of river channel. The vast expanse of low area which our Santa

WE STRIVE TO SERVE OUR PATRONS

RAIN OR SHINE



A "LESSON" FROM THE RAIN

For many days the rain came down and drenched Southern California, not only its valleys, but in the mountains that overlook them it was even more copious. Brooks became large streams, streams grew into rushing torrents and swept through the valleys in ever-increasing volume.

Over these streams passing through the valleys many bridges had been built by the State, the Counties and the railways. The railways paid for their own to use for the benefit of their patrons in rendering transportation service. The State and Counties paid for the others out of taxes paid by people and the railways, and the bus lines had free use of the bridges (as well as highways) to which they contributed nothing.

The continuously falling rains forced the streams to flood stage and beyond. Bridges began to wash away. The railways hurried men and material to the scenes to reinforce, protect and possibly save the structures they had built, and by strenuous fighting kept the public's service moving. **It served.**

Did the bus lines send material and men to help stem the flood?

Did bus line employees strive amid mud and muck to save the people's bridges and roads they were gratuitously using?

NOT SO YOU COULD NOTICE IT!

They went into their little barns while the County and State rebuilt the way and again subsidized the route.

Will John Public get this lesson from the rain?

Ana-Huntington Beach line traverses was one great lake due to the great cumulation of storm water. One hundred and fifty feet of bridge over the Santa Ana River was washed out.

A rough survey of the entire system discloses that the damage to tracks, roadbeds, bridges, and drainage facilities will be approximately one hundred and ten thousand dollars.

Even while the storm was raging, the cranes, drivers, and supply trains were rushing to the scenes of the washouts so that interruption of service was reduced to a minimum.

The lines on which steel spans have been placed over the important

streams have proved the great worth of this type of bridge and as the various streams are harnessed and confined to definite channels, thereby permitting the installation of a greater number of steel span bridges, the loss from the yearly floods will be greatly reduced.

Santa's Slip

Mother—"Who ever taught you to use that dreadful word?"

Tommy—"Santa Claus, mama."

Mother—"Santa Claus?"

Tommy—"Yes, mama, when he fell over a chair in my bedroom on Christmas eve."

—Life



SANTA VISITS THE CAMPS By Viva Mae Carr, R. N.

It is with pleasure that I accept the opportunity to tell of the Christmas joy which we were able to give our Mexican children living in the various section camps.

Each year the little children have wistfully looked at us and asked if they would receive Christmas and each time we were saddened by our inability to do so. This year, however, The Club made such a thing possible, generously allowing us all the Xmas candy, nuts and apples we needed and plenty of material for the making of the Xmas stockings.

The young ladies of Miss Templeton's department very kindly made the stockings and all day Monday, the nineteenth, we were busy filling them, again with their assistance. It was a most enjoyable task—nuts in the toes, candy in the center and an apple on top.

Tuesday we began the distribution of the stockings, each nurse first visiting the camps not accessible by motor, or the greatest distance from Los Angeles. Thursday and Friday Mr. Gould of the Engineering Department procured a Company automobile for our use and from then on the work moved along swiftly and merrily.

Thursday, Miss Peterson, took a memorable ride from Latin (where Mr. Worley photographed the children with their stockings) to El Monte, Ramona, Pasadena and Arcadia. The rain made the trip and the attempt to photograph more or less uncomfortable but could not, evidently, dampen the spirits of either Santa Claus or the children. The camps at Echo Mountain and El Rincon had been visited on Tuesday, and on Friday and Saturday she visited Bellflower, Her-

mosillo and Slauson Junction, thus completing the tour of her camps. She says the gratitude of the parents and the shining faces of the children will long remain fresh in her memory.

On Sunday I also began playing Santa Claus with the assistance of Mr. Gilmore, visiting Wilmington, Dominguez Junction and Willowville. Wednesday we went to Huntington Beach and Los Nietos and Friday we motored to Culver Junction, Sherman, Ivanhoe and North Sherman Way. At Culver Junction Mr. Worley photographed the children, the mothers having been more than willing to dress their children as prettily as possible for Santa Claus.

Upon arriving in the office after our Friday trips we compared notes and found that both of us were short on stockings. Immediately, then, the young ladies of our Engineering Department came to our assistance and gaily made up the deficiency, voting it a very enjoyable hour of work.

We feel that a sight of the shining faces of our little Mexicans, the pleased expression of their mothers' faces and the "¡Mire! Xmas!" which we heard on all sides would be all the thanks that would be necessary for all those who gave so gladly of their time and labor and for Mr. Stewart who helped us to realize our dream. Since, however, these good friends of ours could not share our pleasure we wish them to know, through our Magazine, that our Mexican people are very grateful for this first Xmas given them by the Pacific Electric Club.

I wish to say that I do not entirely understand why our Mexican families do not observe Xmas as we do, but in the majority of cases, our Xmas stocking was all that the child would receive. The others, living in more charitably inclined districts, perhaps received gifts of toys and more candy, as in Sherman where the teacher and our Home-Teacher, Miss Douglas, working together prepared a Xmas tree and a veritable party for adults as well as children, enshrining the latter more than ever in their hearts.

Recently I talked with one of my women about the observance of Xmas in Mexico, and she told me something of the manner in which they enjoy this loveliest of holidays. She explained that they have long tables arranged in the Plaza on which is displayed all that the heart of a Mexican could desire or wish to buy. Here

they buy all their Xmas goodies, foods and trimmings. In the United States, she says, you cannot do that. Hence one comes to the conclusion that it is as difficult for some of these people to observe Xmas in a strange country as it is to learn the customs of these United States.

ELECTRICITY VS. STEAM

The electric locomotive is a better machine than the steam locomotive for the following, among other reasons: It has no boilers nor firebox; it has a shorter rigid wheel base; it carries no tender; it has a greater ratio of weight on drivers to total engine weight; it has less weight per driving axle and a greater proportion of its weight is spring borne; it has uniform torque, and therefore a higher co-efficient of adhesion; it can be built for any power desired by increasing the number of driving axles and is therefore free from limitations of length; its maximum torque is available at much higher speed; the steam locomotive can work to an adhesion of 20 per cent up to only 10 or 12 miles an hour, whereas the electric locomotive can work to this adhesion up to 20 to 25 miles an hour; its efficiency over a range of load from 50 to 100 per cent varies only a few per cent and is constant throughout its life, whereas the efficiency of the steam locomotive varies over a wide range with age and use—a modern superheated steam locomotive requires 50 per cent more steam per horsepower at full load than at half load. A steam locomotive must burn coal in descending a grade on which an electric locomotive will regenerate energy. To sum up, the electric locomotive is much the better transportation tool.—U. S. Geological Survey.

DEPARTMENTAL BREVITIES

REDONDO BEACH NEWS

The Capitol Theatre has introduced vaudeville in addition to its regular pictures every Friday night and is drawing big houses.

Mable Rockwell, dancing instructor at the Pavilion, has originated a new dance which promises to be very popular. It is called the "Turtle Trot"—some trot.

Rich Clark, Manager of the Dance Pavilion, underwent a very serious operation recently in the Pasadena hospital. He is slowing regaining his strength and we all hope that it will not be long until Rich is in our midst once more.

The next big event at Redondo Beach will be the Pacific Electric Club Annual Ball for all Pacific Electric employes and their friends. Don't forget the date—Wednesday evening, January 18th.

The Sleigh Bell Dance held in the Pavilion on the 26th of December, was quite a unique affair. The feature of the evening being the Sleigh-bell March—every participant being presented with a sleigh-bell. This, together with the Balloon Shower, caused lots of merriment amongst the dancers.

The Street Carnival and Dance held on New Year's Eve brought a big crowd to the water front, especially the younger people, and everyone had a real jolly time. There were serpentine battles, balloon showers, yama yama girls, and a black and tan orchestra played the street dance music. The dance pavilion came in for a good share of patronage during the evening, and at midnight the New Year was ushered in in the usual old-fashioned way.

ALPINE TAVERN NOTES

Mr. Wallace Meador, Ye Editor of The Mount Lowe Daily News, is now a benedict. He had withstood the temptations for a long time, but the right one came along and like all confirmed bachelors, he fell hard.

The New Year's watch party was a huge success, the guests danced until 11:30 then took a trip to Inspiration Point which was illuminated with red and yellow fire which made a grand sight. After this the guests returned and danced until the "wee" hours.

Up to date Manager Vickrey reports that 35 inches of rainfall has visited Mt. Lowe; but as usual, the Tavern is still on top. No damage but some water. Every canyon has a running stream and the resort now looks like the beautiful scenes

in Colorado and the Canadian Rockies.

Alpine Tavern had a "big" time on Christmas and New Year's week. There was a beautiful Christmas tree that was a mass of lights and decorations, and the decorations in the Tavern were commented on very highly by every one that saw them. "Santa Claus" gave a present to all the guests and treated them to apples and cider.

ACCOUNTING DEPARTMENT NOTES

By Mary A. Blackburn

Mrs. Ethel Carruthers and Miss Mildred Thompson are two late vacation seekers, but from reports are enjoying the holidays at home.

Mr. Mike Levin is very capably filling the Chief Clerk's desk in the Disbursements Bureau, and Mr. Labbe has taken over the reins of the Roadway Accounts Bureau. Much success to them.

Miss Helen Bastian is back at her post in the Stenography Bureau, after two weeks' vacation, feeling much refreshed after a good rest—but ex-

pressing disgust at a Universe that orders rain every day.

Miss Helen Bettis, head of the Comptometer Bureau, is taking a much needed rest, and is enjoying a visit to her old home in Massachusetts. Miss McGrath is presiding over the Bureau in her absence.

The Comptometer Bureau has lost one of its most attractive clerks, Miss Sarah Le Blanc having retired from the service, after nearly two years sojourn in our midst. Her sweet smile will be missed by more than one.

Miss Marie Shyer, an old employee of the Accounting Department, who retired about a year ago to take up a different line of work, is back again filling a temporary vacancy in the Comptometer Bureau.

Mr. Leaman, chief clerk of the Agents Account Bureau, is taking a long anticipated and much needed vacation, and is presumably in the East. Mr. Knowlton is filling his place, and winning the hearts of all with his wonderful smile.

The Accounting Department wishes to extend greetings to the other branches of the Service, and wish them a very prosperous and happy New Year, with the hope that we will get better acquainted during the year 1922, and that the good fellowship so manifest in the other departments will be extended to this one.

THE MISSION PLAY'S 11TH SEASON



The eleventh season of the Mission Play opened at Old San Gabriel on Saturday evening, December 31, to a packed house, and the production of this beautiful historical drama will continue until about June 1.

Performances are given every afternoon except Mondays, at 2:15; and on Wednesday and Saturday evenings only at

8:15, the admission being \$1, \$2 and \$3, dependent upon seat location.

Special train from Los Angeles to the Playhouse, leaves Main Street Station at 1:15 p. m.

Mr. Frederick Warde, the eminent Shakespearean actor, takes the part of Junipero Serra, assisted by over one hundred players. The Mission Play has been called "The Oberammergau of America," but it is really a different story. While it is vibrant with the same faith and lofty sentiment that pervades the Passion Play, it is different in that it is joyous with color, the song and laughter, the dances of old Spain and the romance of the golden days of California.



AT OUR CLUB'S MID-WINTER CAMP RE-UNION — A FESTIVE OCCASION ON DEC. 6TH.

THE CAMP RE-UNION

Some of us are prone, during this season of the year, to forget the pleasures that were enjoyed during the preceding months; to lose sight of the associations formed and friendly acquaintances made during the summer vacation period at our wonderful mountain camp in the San Bernardino Range; but there are at least quite a number who treasure the memories of those happy days and embrace the opportunity afforded by the Club to participate in the annual re-union.

The artist who created the background for our group picture of the last reunion assemblage was merely depicting what most of them had in mind at the time—the entrancing woodlands, cabin-land life, the streams and the lake; the simple, substantial, wholesome joys of mountains, unalloyed by the grime and grind of the cities.

Far greater than this though was the kindly thought of associates met in the hills; the breadth of human understanding that grew there; the companionship with good fellows who

also knew, enjoyed and loved nature.

Many there are who have enjoyed to the full extent this mountain camp of ours and hundreds more in the seasons to come will do likewise. Many there were who would have been more than glad to have attended this last re-union, but who, because of duty or other necessity, were prevented from participating. These who were fortunate had a most interesting and enjoyable evening and it is certain that all of those who were there will again enjoy the mountains next year, if it is possible.

There is quite a display of diamonds in the Accounting Department, and unless all signs fail, several Bureaus will have vacancies to fill by June, 1922.

Byron Kennedy of the Disbursements Bureau, is expected back at his post soon, after spending his vacation at his old home in Canada. Mrs. Scott has been attending to his desk during his absence, and while we gladly welcome Byron and his sunny disposition back to our midst, we dislike to part with her.

There are several new people in the office and we wish to take this means of welcoming them into our big family, and to hope that they will like us.

ENGINEERING NOTES

Jay Gowanlock has returned from a trip in the wilds of Illinois, and reports that Santa Monica is the only place to live.

One morning about 2 p. m. the phone in a peaceful little home in Glassell

Park rang violently. In about twenty minutes a long distant faint "hello" was heard—it was a voice from a water hole in the midst of the wastes of Imperial Valley and the faint dry voice said "send us out a rear axle!" Fred Bixenstein sent the repair part and Messrs. Hubon and Buchanan are back again reporting the Mineral Development in the Carriso Gorge to be in a flourishing condition.

Miss Bergle Manley was an interesting visitor in the office recently. Daddy says that she has already learned to put pennies in her stocking.

Mr. Batty formerly in the Structural Engineer's office has taken a position with the U. P. System.

Jimmie McLeod paid us a nice visit from the north. "Selling ice to the Esquimaux is a great job" according to Jimmie.

Ethel was the lucky punch girl when Cliff Elliott won the gold pencil and Mr. Truesdell won the gold pen and pencil.

The recent rabbit drive was shown recently at a Broadway picture show. It is apparent that in the next drive, the guns could be left at home thereby saving on ammunition—and substitute shin guards to prevent the rabbits' noses from scratching the shins—Salt would be an awful waste—just blow smoke in their faces.

What could be more welcome than the last pay day before Christmas? The first pay day after.

Vic Westerberg has been wearing glasses of late—the Christmas shoppers along Broadway were too much.

Amongst the prominent Christmas presents was an electric curling iron consigned to Mr. Oliver—Why not a turkish towel?

Santa Claus Gilmore, aided by Miss Carr and Miss Peterson distributed stockings of candy to the Mexican children in the camps. The reindeers were all out of commission so the trusty fliver was pressed into service as a sleigh. Chimneys will be enlarged on some of the camps so Dan

can get in easier. Bill Allott held the reins and the deers acted fine.

Vine Cahoon is taking a few days vacation.

We are wondering what valuation section covers the Morning Glory Point Railway up on the heights of Mount Lowe.

Messrs. Simkins and Wood were the lucky holders of the numbers winning the turkeys from Eagle Rock and Wilmar—fifty cents on hoof is not a bad bargain.

On December 23rd a sewing circle was held for the purpose of making stockings for the Mexican kiddies. Those present were the Misses Peterson, Carr, Smith, Curzen, and Kelly; also amongst those present were Dan Gilmore, Pinney Hamilton and a few other heavy eaters.

Doc Shaw and Alex Osterhaus spent the Christmas at Bakersfield.

LOS ANGELES HARBOR NOTES By T. F. Mason

Wilmington

All available space at Pier A was in use Tuesday morning, Dec. 27th, there being eight vessels loading and unloading freight to and from all parts of the world. During the day two ships departed and the space made vacant was immediately taken up by other ships, making a total of ten working at the Pier that day. This means a large volume of business, of which the Pacific Electric handles the greater portion.

Reports show that for the week ending Dec. 26th, 1881, there were three arrivals and nine departures of sailing vessels at the harbor. For the corresponding week of 1921 there were 84 arrivals and 83 departures, which shows very forcibly the growth of the harbor.

Thos. F. Mason, Agent at Wilmington was elected to the Board of Directors of the Los Angeles Harbor Chamber of Commerce at their annual meeting held Dec. 27th, 1921.

Express business is apparently very good, as Ray C. Bedford has been seen at Canal Street Station after the lights have been turned on.

H. C. Cantrell, bill clerk, is wearing a new wool vest. Evidently Santa stopped at his house.

Van C. Newkirk, night bill clerk, who has been laid up with a cold, is back on the job again.

Joe Mello just assumed the duties of Seal Clerk, because Louis Harrison decided to come in out of the rain. This change put Roy Tousley back checking the yard.

Earnest F. James, Loading Supervisor, at Shed 3, has a sore throat and



JUST AS CLEAR AS MUD.
The yellow is The outer
zone transfer and the pink is
The inner zone transfer,
If you are in bound and a passenger
pays you a dime and you are in the
outer zone and wants a transfer
you give him an inner zone transfer.
I guess that's right, ain't it
But there's one thing I do know that's
this: When you are inside of the outer
zone you are outside of the inner zone

SURE! IT'S A "HAPPY" NEW YEAR.
—Contributor unknown.

cannot speak above a whisper, which is very gratifying to the foremen.

W. A. Finney (The Raspberry Kid) cargo exception clerk, is the champion pool player at Pier A.

Our troubles are all over now. Geo. Wilson, motorman on Gasoline Gus, is back on the job after a nice vacation spent in San Francisco and Tia Juana.

San Pedro

Mr. J. W. Mee, Agent at San Pedro, spent the holiday at his old stamping grounds in the Orange Belt. He was glad to get back to sea level again. The balance of the office force spent a nice Christmas and Monday taking care of the large volume of business, consisting of holiday passenger traffic and freight coming from several ships discharging at that point.

Mr. E. Owens, Foreman of the night switch crew, who has been laid up on account of a sore side, is back on the job.

Some Rattler

Recently a friend of ours bought a second-hand car of a "light and pop'lar brand," as Abe Martin would say. In a few weeks he discovered that it was a cripple on four wheels instead of the pleasure vehicle he expected. He was describing to us some of its numerous ailments.

"I gather, then," we commented, sympathetically, "that she rattles quite a bit when you drive her?"

"Rattles!" he exclaimed. "Why dammit, she sounds like a skeleton having a congestive chill on a tin roof!"—"We."

TAKES ON MORE HONORS

The last word in the heading might be supplemented by adding duties, work, responsibility, etc., but it is conceded to be an honor nevertheless, and applies to Mr. D. W. Pontius, who is now not only Vice-President and General Manager of the Pacific Electric Railway, but Vice-President and a Director of the Pacific Electric Land Co., having been chosen to these capacities at a meeting of the directorate recently.

Congratulations are extended on behalf of all employees.

BECOMES A BENEDICT

Mr. O. C. Black, Foreman at Local Freight House, while on his vacation, got a wife to put in his new 6-room house that he built at 618 East 57th St. Maywood. She was a Los Angeles girl by the name of Edith L. Crawford. The boys at the freight house presented him with a nice Jacobean dining room set.

Trouble Certain

A colored recruit who had been placed on sentry duty was accosted by a corporal who asked the sentry if he had seen anything of the captain.

"Ah ain't seen no cap'n," said the recruit.

After a little the corporal passed that way again and repeated the inquiry.

The sentry had still not seen the captain.

Presently, however, the captain appeared.

"Ain't you the cap'n?" asked the sentry.

The other replied he was.

"Well, you all is gonna get hell! That co'p'ral is been lookin' high en low for you," the sentry exclaimed.

—Exchange

THE LIMIT

Battle Creek woman to proprietor of wall paper store. "I want some paper to put on myself two-thirds of the way up." —B. C. News



O. C. BLACK
FOREMAN OUTBOUND
FRT. HOUSE, & DEPT. PETS



Office Scene



FRANK REYNOLDS
FOREMAN INBOUND
FREIGHT HOUSE.



OUTGOING FREIGHT RECEIVING DEPOT.



INBOUND FREIGHT RECEIVING DEPOT.

For some time past the construction forces have been busy improving the terminal freight facilities in Los Angeles at Seventh and Alameda, and the work is now rapidly nearing completion.

The plans, as worked out, encompassed the remodeling and equipping of what was formerly the machine, blacksmith, car repair and paint shops of the Mechanical Department, located between Seventh and Eighth Streets on Alameda, into up-to-date freight handling depots, and also included installation of new trackage and alteration of some of the former lay-out.

These changes were mandatory because of the constantly increasing volume of freight, and because of the desire of the management of the road to provide more efficient service to its patrons.

By this wise expenditure of a good many thousands of dollars, movements in and out and through the terminal have been greatly expedited, per diem expense reduced, and our shippers are expressing much satisfaction with the new arrangements.

Naturally, the employees of the Terminal are also pleased with their new quarters, which because of added convenience make their work more pleasant and agreeable.

In house No. 2 is located the offices, which are Mezzanine in style, and are 168 feet long by 27 feet wide and divided into various apartments, all well



R. E. ORR
Assistant
Agent
Detected
in
Attitude
of
Deep
Thought

lighted and ventilated. On the ground floor of this building are the local offices of the Pacific Steamship Company, the various truck companies and the general foreman's office.

In the south end of this building, up stairs, are located commodious quarters for the warehouse employees, where more than 100 lockers have been installed; with toilets, hot and cold water, and other minor conveniences.

The dimension of this house is 460 x 96 and it is through this building that the large and increasing business of the Pacific Steamship Company is handled exclusively.

Adjoining this house on the south is Warehouse No. 1, (or outbound house) and through this passes all less than carload freight destined to points on the various divisions. The dimen-

sions of this building, when finished, will be 410x72 feet.

House No. 3, which is just across the street from No. 1 and 2, but parallel to them, is given over almost entirely to the Los Angeles Steamship Company for the accommodation of their rapidly growing business, its dimensions being 390x72 feet, and through which we handle an average of 200 tons of freight per day.

Our present terminal has grown in a very few years from a common place freight shed to buildings containing over 106,000 square feet of floor space and freight passing through exceeds 8000 tons monthly.

In Chicago

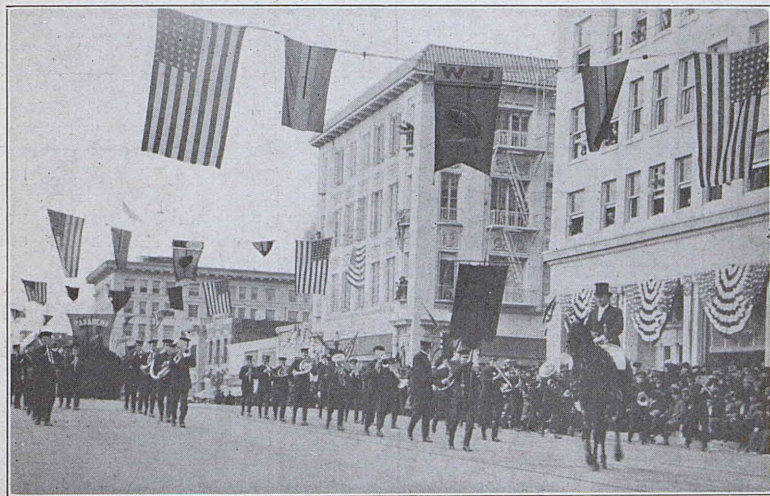
A resident of Chicago opened his front door and blew three short blasts on a police whistle. Twenty policemen appeared at the door almost instantly. "Gosh, this is embarrassing," said the res-of-Chi, when he saw the large mob of bluecoats, "I only wanted a quart."—Nashville Tennessean.

Taking a Chance

"Do you take this man for better or for worse—" the minister demanded.

"I don't know" the maiden interrupted, brightly; "that uncertainty is what makes it an interesting sporting proposition."

TRANSPORTATION DEPARTMENT NEWS



OUR BIG BAND IN PASADENA PARADE

TOURNAMENT OF ROSES

Notwithstanding the rain, the usual big crowd turned out to go to Pasadena on January 2, filling the streets to witness the floral parade in the morning and filling the stadium at Tournament Park in the afternoon to witness the great East-West football game between Washington and Jefferson and University of California. The line-up for service called for three-car trains under ten-minute headway on each, the Oak Knoll and South Pasadena lines, and five-minute headway on the Pasadena Short Line, and this program was followed during the time of heavy travel. The

plan to send Oak Knoll trains from the stub tracks relieved the congestion around the gates and eliminated the confusion in loading passengers for Sierra Madre, Glendora and San Gabriel Lines. At Pasadena the traffic was smoothly handled.

The Mechanical Department by strenuous efforts had all multiple-unit equipment in service and kept it going with a minimum of trouble. The Engineering forces were on hand all day looking out for tracks, and the Electrical Department line forces were on duty for emergencies. The satisfactory handling of the day's heavy traffic was due to efficient co-operation of all departments.

TRANSPORTATION NOTES

The instruction department has a new Delineator for showing on a screen diagrams and pictures of equipment, etc. for instruction purposes. This is proving very helpful in the work of the department.

The Railroad Commission in its rate decision has recommended the purchase of new cars for the Hollywood service. These will probably be large-capacity street cars of modern design which will best fit the service on that line of heavy travel.

Local service on Sierra Vista Line is now continued throughout the evening. Alhambra Line cars running limited instead of doing the local work. The change was effective January 1.

Local service was established between Compton and Los Angeles on January 3 for morning and evening rush hours, daily except Sundays. This

necessitated new timetables on Long Beach and San Pedro Lines.

Because of heavy damage by floods the Santa Ana-Huntington Beach Line is out of commission until the Santa Ana River bridge is rebuilt.

Floods during the latter part of December did some damage to lines in various places on the system. The Engineering Department track and bridge forces, working night and day, kept lines open or restored them promptly to service. At Puente Largo an overflow from the San Gabriel River cut through the tracks and put the Glendora Line out of business. At least, that is what some people thought. The resourcefulness of Agent Smith at Azusa produced two busses and started service around the break which enabled the people of his community and of Glendora to conduct business and travel as usual. Pile-driver crews are busy driving a bridge to close the gap.

EQUIPMENT ASSIGNMENT

New steel cars in 1200 series are coming out of the Torrance shop and taking their places in service on the Long Beach Line. These cars seat 64 passengers and are large and commodious.

Some questions have been asked as to the reasons underlying the assignment of cars to particular lines and the following outline gives the general basis for the present assignment.

The original 1200 class cars 600-1200v. were ordered for the San Bernardino Line which is in large part 1200v. and which requires high speed equipment. The 1000 class cars are also equipped to operate on 600 or 1200v. and are used for shorter local runs on the same line as well as on the Santa Ana Line and San Pedro Line where there is opportunity for free running at high speed and where larger capacity cars are required.

The 800 class cars, of which there are over one hundred, are used for shorter inter-urban lines where good speed is required and is possible. The Venice Short Line uses thirty of these cars to fill regular service. That line which shows the heaviest travel of any of the interurban lines because of the large Sunday beach traffic might well use larger equipment but for the restricted space in the Hill street station which does not permit. Also the trains are limited to three cars because of street operation in Los Angeles, although five-car trains are operated on the Southern Division.

The 700-class cars are used on the Pasadena lines because of the heavy grades to be overcome outbound, the lower gear ratio on these cars making for speed in getting away from stops on the hills, with less power consumption.

The 500-class cars, being smaller and lighter are used for short haul suburban service where frequent stops make high speed impossible and are used as general utility cars to meet emergencies in all classes of service.

The above covers most of the multiple-unit equipment of the Pacific Electric. Single unit cars, mostly street cars, are assigned to the lines where their seating capacity, motor equipment or arrangement will best fit. The large number of car body types and varieties of motor and control equipments make it possible to fit into almost any service cars that will fill the requirements.

Out Where the Wheat Begins

The night cashier overheard a peculiar conversation in Beaver Crossing the other day. A farmer was in a store buying some groceries.

"Want any flour?" asked the grocer.

"No, flour's too high. I can git along without it."

After a while the grocer said: "Sold your wheat, Bill?"

"Nope; I'm going to hang onto mine; they ain't payin' nothin' for it yet."—Vancouver Province.

NORTHERN TROLLYGRAMS

By P. H. Riordan

Conductor W. G. Reep is off on sick list.

Conductor E. M. Show is back to work after a sick spell.

Motorman Barnard is engaged in off hours burning up gasoline. Jim says the machine beats Oak Knoll cars except that they cost more to run.

Those of us who made the trip to Mt. Lowe on December 7th, certainly had a most enjoyable time. The "doings" were staged by the Pacific Electric Club under the direction of Mort Stuart. Special cars left Pasadena at intervals from 7 P. M. to 8 P. M., and the return service left Alpine at 11:15 P. M. A general good time was had by all. Music for the dancing was furnished by the Pacific Electric Club Orchestra. Mr. and Mrs. Annable, Mr. and Mrs. Belt and Mr. Rodenhouse were among those present. Refreshments were served during the evening.

SOUTHERN TROLLYGRAMS

By F. J. Oriva

Our mascot, "Bum," the yellow dog, was poisoned by someone at Watts. He was found dead alongside of track and was buried next to the tower. His grave is marked with stones formed in letters spelling his name.

Our well known student instructor, Singleton, has bid in a Long Beach Local Run, and retired from the educational staff.

Conductor J. Ousterhout is now breaking in as a Motorman and the boys are glad he is back on the job.

Motorman E. H. Combs leads all Southern Division Motormen in coasting, 54.6%. Supt. Davis recently wrote him as follows: "We wish to express our appreciation of your excellent coasting during December 1st to 15th period, when you raised your Nov. 16th-30th average from 50.6 to 54.6%, resulting in maintaining your name in the ranking position on San Pedro-Gardena list of motormen by a large margin." Combs has a close contestant in Motorman J. Morrell.

Conductor W. R. Sprague was quietly married on December 11th. Congratulations are extended.

Conductor T. E. Dunnegan of Newport Line, spent his vacation in San Francisco.

Motorman C. T. Butterworth did not like the high rents in Los Angeles, so he has moved to Seal Beach.

WESTERN TROLLEYGRAMS

By E. C. Brown

All trainment are asked to attend our next "get-to-gether" meeting.

Something will be doing every minute Come and hear.

The trainmen of the Western Division wish every employe of the Pacific Electric Company a happy and prosperous new year.

Conductor K. M. Sorensen of Ocean Park announces the arrival of a little girl at his home. Congratulations to Mr. and Mrs. Sorensen.

They are all doing it. Listen; Motorman E. Wolf, Motorman J. Arnold and Conductor Haywood married in the month of December. Who's next?

Motorman J. F. Chinenbarger has returned to work after an absence of nine months due to sickness.

Conductor M. Walley is working Echo Park Line and likes it very much.

Conductor Hockmuth feels very proud of his run on Van Nuys Line.

We take off our hats to Conductor Drummond and Motorman Nichols. Regardless of the publicity that has been given the thieves and holdup men in Los Angeles, it didn't create any fear in the hearts of these boys. They are receiving congratulations from all. Both hold-up men are now in jail.

Conductor V. M. Smith, now working a run in Redondo, was in town the other day distributing fish to his friends.

CONCERNING THE AMERICAN FLAG

The first American flag after the pattern decreed by Congress that was ever displayed on land was at Fort Stanwyx in New York, afterwards renamed Fort Schuyler, on the site of the present city of Rome, N. Y. The flag was improvised from a soldier's white shirt, a woman's red petticoat, and a piece of blue cloth from the coat of Captain Swartwout, and was flown to the breeze on August 3, 1777, and remained flying there until August 22, when the siege it was then undergoing was ended. The flag was first raised on the American man-of-war Ranger by Captain John Paul Jones on July 4, 1777, within three weeks after it had been authorized by Congress. It was on the Ranger on April 24, 1778, under the command of John Paul Jones, when the British man-of-war Drake struck her colors to the new flag. It was first under fire on the sea on September 4, 1777, on the U. S. S. Raleigh, and was first carried in battle at Brandywine, Sept. 11, 1777. Its first appearance at a foreign port was at Nassau, Bahama Islands, January 28, 1778. The first foreign salute to the Stars and Stripes was made by the French Admiral Picquet, near Brest, France, February 13, 1778.

ELECTRICAL IMPROVEMENTS

Investments Made During 1921 To Improve Service

During 1921, a number of very important additions and improvements for the betterment of the service were made to the power distribution system of the Pacific Electric Railway Company.

All of the new equipment installed represents the very latest developments of the electrical industry in automatic equipment, motor generator sets, synchronous converters, transformers, and auxiliary devices.

Following is a list of the more important projects started or completed during 1921:

Consolidation of 600- and 1200-volt substations in new crete substation building at San Bernardino	\$80,000
Construction of new 1,000-kilowatt, 600- to 1200-volt portable substation	50,000
Installation of 1500-kilowatt synchronous converter in Valley Junction substation...	52,000
Construction of new substation and installation of 750-kilowatt synchronous converter automatic equipment at Van Nuys substation	55,000
Construction of new substation and installation of 1000-kilowatt synchronous converter automatic equipment at Arcadia	70,000
Installation of additional equipment and additions to Altadena substation	19,000

Love Finds a Way.

The man and the bride were among the fifty or so men and brides awaiting their turns at the Marriage Bureau in the Municipal Building.

"I'm half a dollar short," said the man to the city official who receives the \$2 fee. "What'll I do?"

"Sorry I can't help you, buddy," was the answer, "but the law doesn't permit any rate cutting. You'll have to get the money somehow."

An hour later the man and the bride were back. They had the required \$2.

"Where'd you get it?" inquired the city officer. "Borrow from friends?"

"Naw," said the man. "We didn't know nobody to borrow from. So we went out and hocked the wedding ring."—New York Sun.

Where Old Ship Rope Goes

Rope from ships that have sailed the Seven Seas—that has been tied to every port in the world—ends its career by guarding the nation's telephone conversation.

From junk rope is made the high grade of paper which insulates every wire in a piece of telephone cable. More than 13,000,000 pounds of old rope were fed to the giant vats which tore, cooked, washed and beat into a pulp the makings of 7,000,000 pounds of cable paper used by the Bell telephone system last year.

Same Effect

"Did you buy that ninety-dollar hat you were raving over?"

"Yes."

"Why—er—he raved over it too."
—Boston Globe

More Than That

"Is that new hired man of yours a steady chap, Ezry?"

"Yes," replied Farmer Fumblegate. "So far he has been practically motionless, in fact."

Safety First

Pop—I heard something about you today.

Billie—It's not true pop. I never did such a thing in my life.
Houston Post.

A Long Sentence

"Do you take this woman till death do you part?" demanded the parson.

"Don't I get any time off for good behavior?" retorted the groom cruelly.
—The Am. Legion Weekly

His Way

Visitor (to facetious farmer) I'd like to know why on earth you call that pig "Ink?"

Facetious farmer—Because he's always running from the pen.
—Town Topics

Did It All

Teacher—"Didn't James Green help you do this sum?"

Tommy—"No'm."

"Are you sure he didn't help you?"

"Yessum; he didn't help me. He did it all."

Locating the Trouble

"Mama, I don't feel very well, complained little Johnny.

"That's too bad, dear; where do you feel the worst," said mother sympathetically.

"In school, Mama."

Electrically Speaking

Guest—"Make the toast and coffee right here on the table Sam. These electric devices are great, aren't they?"

Sam—"Yas, indeedy, de boss done say dat you was get'n all yo meals charged."

One Kind Word

"Can't you find anything pleasant to say about the members of my family?" her husband demanded hotly.

"Well," returned his wife in a coldly soothing tone, "I can remember one thing: They were all opposed to our marriage."

Force of Habit

As Mrs. Atkinson was coming down her front steps one morning, she tripped and tumbled head-first. She landed at the feet of a kind hearted gentleman, who, leaning over to assist her, asked solicitously:

"Did you fall, my dear madam?"

Mrs. Atkinson was a casualty, but still socially poised. "Oh, no indeed: I always come out of the house this way," she retored acidly. —Exchange

TRAINMEN'S MEETINGS

NORTHERN DIVISION Eastern Lines

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen was held on December 13, 1921, at Riverside, Chairman P. R. Perry calling to order at 7:30 P. M.

There were present the Eastern Lines Staff, Mr. Jones of the Traffic Department, and Mr. Hunckler of the Engineering Department, and eighteen trainmen.

Unfinished Business

That the telephone booth at Corona be moved to the outside waiting room, so as to be under cover.

Disposition: This has been done.

That heaters in 400 and 500-class cars be connected up on account of the cold mornings and evenings.

Disposition: This has been done.

That mark-up board be placed in the Trainmen's room at San Bernardino.

Disposition: This has been deferred until the station is remodeled.

That the spikes are working out of tie plates on the Riverside-Redlands Line, and should be replaced.

Disposition: This has been taken care of.

That Seniority List of Northern Division Trainmen be placed in the Trainmen's Room at San Bernardino.

Disposition: This has been deferred until the Station be remodelled.

That run No. 21 should have a combination car, on account of handling mail.

Disposition: Combination car will be put on this run when necessary.

That another man be furnished at Riverside to help unload mail, on account of the heavy dispatches.

Disposition: This will be taken care of.

That yard limit signs be placed at Hancock, La Cadena, and 14th and Main Sts., Riverside, also at Allen Street, San Bernardino.

Disposition: This is under consideration.

That another Doctor be appointed to act with Dr. Forsythe, account of his not being available at all times.

Disposition: Dr. Lashlee has been appointed to fill the position.

That a Watch Inspector be appointed at Colton, for the convenience of men at that point.

Disposition: This matter canvassed and an inspector not deemed necessary.

That a post be taken out of the fence which separates the freight from the passenger station, at San Bernardino, to admit passage of a truck.

Disposition: The S. P. advise that they will comply with this request.

That notice be removed under the Ticket Window in the Station at San Bernardino, which reads "Ticket Window Closed."

Disposition: This has been covered up.

That lights be installed in telephone booths at San Bernardino and Vine, account of Conductors registering and taking orders.

Disposition: This referred to the Electrical Department, but no action taken as yet.

That racks be placed in car No. 010, account of handling fish.

Disposition: This has been taken care of.

That curtains be placed at the entrance of 130-class cars to keep out the rain.

Disposition: No action taken by the Mechanical Department.

That a P. E. light be placed in the Redlands bus to distinguish it from other busses at night.

Disposition: This taken care of.

That the overhead switches at the south end of the yard at San Bernardino are out of alignment.

Disposition: These have been lined up.

That bars be placed over the two rear windows on the Redlands bus to

prevent students crawling through same.

Disposition: This has been done.

New Business

By Mr. W. D. Reynolds: That flagging the S. P. and Santa Fe crossings on E. Street, on the Urbana line, be eliminated and safety stop alone made.

Disposition: This matter has been taken up before, and the Railroad Commission have ruled against same.

By Mr. Reynolds: That the register rod on car No. 1318 be extended to the platform, also the dial be placed outside, so that conductor registering fares will not have to step inside.

Disposition: This not deemed necessary, as it would be quite an expense and the pick-ups on this line, between terminals, are very light.

By Mr. L. Goodwin: That a transfer ticket be issued to people traveling on the Colton line, on account of transferring across the bridge.

Disposition: On account of the erection of a temporary bridge at this point, which will be completed within the next two weeks, it is not thought necessary as cars will go back on regular schedule.

By Mr. J. J. Mettler: That the trees need trimming at the following crossings on the Corona line: Everett St., Hammer Station, Castleman, Moulton, Hoover and Taylor.

Disposition: Referred to the Engineering Department.

By Mr. Mettler: That a landing be put in at the Woodcraft Stop, on the Corona Line.

Disposition: Referred to the Engineering Department.

By Mr. Mettler: That the telephone booth at Arlington be fixed so that the water will not run down on to the register book, in wet weather.

Disposition: Referred to the Engineering Department.

By Mr. J. Severance: That the tracks and platform in front of Riverside Station become covered with grease, account of the oil which drops from cars standing there. Same should be sanded not less than twice a week.

Disposition: Referred to the Engineering Department.

By Mr. Severance: That the baggage compartment on No. 1300 be made the same size as on No. 1311, when it goes through the shops.

Disposition: Referred to the Mechanical Department.

By Mr. Severance: That the coasting clocks on a great many of the 1200-class cars be B. O., which makes a poor coasting record. It was suggested that the Motormen operating these cars, and, finding bad order clocks make report of same and see if by this means they could not be put in proper condition.

Disposition: Referred to Mechanical Department.

By Mr. J. Stitt: That the Medical Department be asked to give instruction to trainmen on Eastern Lines, on First Aid, for the reason that it might be the means of saving life on some occasions.

Disposition: Referred to Dr. Weber.

By Mr. Stitt: That on account of the Oil Spur also being a commercial spur, there are many times when cars are placed on same for unloading, and when it is necessary to haul freight through there these cars have to be taken down to shop siding to allow the freight to pass, and when they go back they have to spot the cars again. It was suggested that if a spur could be put in near Arrowhead Ave it would save time and expense, as these movements have to be made something like two or three times a day.

Disposition: Referred to Mr. Bradley.

By Mr. E. F. White: That the telephone at Colton Freight Station be put on the outside of the Station, and an extension bell be put in the office, as oftentimes trains make a meet at that point, and if the other train is late it is necessary to use the telephone on the Colton-Arrowhead Line, which is located about 600 ft. from this point.

Disposition: Referred to Electrical Department.

By Mr. J. Roberts: That on account of the heaters being disconnected on 300-class cars, we lose many local fares, as people living near town would rather walk than ride in a cold car.

Disposition: Referred to Mr. Peachey.

By Mr. D. E. Downs: That towels and soap be furnished the Trainmen's Room at Riverside.

Disposition: Referred to Mr. Stuart.

By Mr. G. R. Attridge: That the landing at Everett St. be enlarged.

Disposition: Referred to Mr. DeNyse.

By Mr. Attridge: That a hand hold be made in the switch cover at 2nd and Market, as it is impossible to get same up now without considerable trouble.

Disposition: Referred to the Engineering Department.

By Mr. J. Dalton: That the trolley wire over the team track at Colton should be lined up, as it is impossible to back out of there with a freight car without turning the trolley.

Disposition: Referred to the Electrical Department.

By Mr. Dalton: That much inconvenience is caused when putting cars of rock in at 1st and Main Sts., Riverside, on account of having to move passenger cars before they can do so.

Disposition: Referred to Engineering Department to see if they cannot find another location for the rock.

By Mr. Dalton: That there should be a siding at Highland so that we could run around cars, for the reason that all loaded and empty cars have to be shoved ahead of the motor, which is a dangerous practice. The trolley wire and trolley poles will not clear a man on the side or top of the cars between C Street and Highland, which makes it hazardous. The Engineering Department has instructed us not to shove more than two cars around Cleghorn curve, and if it were possible to draw same we could handle four. During the orange season we take from four to six cars out of Highland daily, which renders it necessary to make two extra trips between Harlem and Highland and this cannot be done in less than an hour a trip.

Disposition: Referred to Mr. Bradley.

By Mr. Dalton: That the power is very weak between Market St. and San Bernardino Ave., on the cut-off, and has been so for the past four weeks.

Disposition: Referred to Mr. Anderson.

Mr. J. Severance made a talk on the slippery condition of track in stormy weather, due to leaves on same, and cautioned all men to use the utmost care in operation, to prevent accidents.

There being no further business, meeting adjourned at 9:30 P. M.

Next meeting will be held at San Bernardino, January 10th, 1922.

F. E. PEACHY, Sec'y.

AGENTS' ASSOCIATION MEETING

The regular monthly meeting of the Agents' Association was called to order at 8:10 P. M., Dec. 10th, Chairman Mee presiding. The roll was called and the Secretary read the minutes of the previous meeting, which were approved as read.

Report on Station

In compliance with the Chairman's suggestion at the previous meeting, Mr. C. E. Moser, Agent at Uplands, made an interesting report regarding local conditions at his station, the text of which is as follows:

"Uplands is located on the San Bernardino line about thirty-six miles east of Los Angeles. It is a town with a population of about 3500 and is situated in the center of the citrus district.

Some years ago there was a horse-car line operated between Ontario and Uplands, then known as North Ontario, a distance of about six miles. There is a gradual incline from Ontario, San Antonio Heights being about 900 feet high. The mules pulled the car up the incline but were unhitched at Uplands and were carried back on a specially built car, it being quicker to transport them than have them walk back, as they were not needed on the return

**A fool there was who bought a car
To tell the truth there many are
Of those who do the self same thing—**

And swore 'I'll burn the roads by jing'

In spite of any motor cop

Who tries me in my course to stop.

**The law he represents I spurn,
And he will very quickly learn
That when I wish to take a spin
He'll have to fly to run me in.**

So on the gas he sets his toe

And, pressing downward, makes her go

**A pace of sixty miles an hour,
Or more, if it is in his power.**

**Regardless of congested streets
And other hindrances he meets,
He steps upon the liquid gas
Just like the brainless, reckless ass
He is, and at full speed he goes
Until a somersault he throws,
Or runs into a truck or train
And dashes out his foolish brain.**

trip. This car line played a prominent part in a bank robbery which occurred at Uplands some years ago. The Cashier was locked up in the vault and the only other man who knew the combination was several miles beyond the terminal of the horse-car line. Immediately upon the facts of the case being ascertained, a party was dispatched to locate the man with the knowledge of the combination. He was located and the return trip, a distance of some six miles, was made in about eight and one-half minutes, the party arriving just in time to save the Cashier from smothering. The horse-cars were discontinued about nineteen years ago and the Pacific Electric now owns and operates this line from Uplands to Ontario on a twenty minute schedule and from Uplands to San Antonio Heights about once an hour.

North of Uplands there are several canyons, the largest and most popular of which is the San Antonio Canyon. Camp Baldy is situated in this Canyon about thirteen miles from the Pacific Electric Station. It is a popular summer resort and is becoming a popular winter resort as well. There are several large peaks to be seen from Uplands and Ontario, Cucamonga being about 9000 feet high, and Mount San Antonio, better known as Old Baldy, about 10080 feet. The surrounding mountainous regions furnish pleasant hiking for those who desire that recreation.

Uplands is in the heart of the orange and lemon district, which is practically the only industry in that section. There are approximately 3000 acres of lemons, although a good percentage of this acreage is not as yet in full bearing. There are ten packing houses in this district, of which the Pacific Electric serves one exclusively. During the year closing October 31st, there were 1911 carloads of which the Pacific Electric hauled 950 or approximately 65%. In view of the fact that the Pacific Electric serves only four of the ten packing houses, while the Santa Fe serves nine, this can be considered fairly good percentage.

The crop for the coming year is estimated at 2100 carloads of oranges and 965 carloads of lemons or a total of 3125 carloads, of which the Pacific Electric's proportion, based on the percentage for the past year will be over 1000 cars. These statistics are based on the actual number of cars shipped and not on the standard car of four hundred boxes.

The outbound business consists entirely of citrus shipments, while the inbound business consists principally of fertilizer and shook. Shook is used for making crates.

There are two stations at Uplands, the passenger station being situated at the crossing of the San Bernardino and San Antonio Heights lines, while the freight station is located about two blocks east. The tickets sales average approximately \$2200.00 per month,

while statistics show that for the first eleven months of this year, Jan. 1, 1921 to Dec. 1, 1921, 21,000 tons of freight was handled, on which the revenue amounted to over one-half million dollars."

Mr. E. H. Sharpe, General Agent, San Bernardino, recommended that the reports by the Agents be forwarded to Mr. Thomas for publication in the Pacific Electric Magazine.

Mr. W. C. Bonser, Agent at Redondo, was asked to make a report regarding his station at the next meeting.

Question Box

The Chairman stated that the question box is not being taken advantage of and asked the Agents to place in the box any subjects which they might wish to be discussed.

Election of Officers

Nominations for officers for the year 1922 being declared in order, the following names were proposed:

For Chairman: W. C. Bonser and C. E. Moser.

For Vice-Chairman: C. H. Meuller and T. F. Mason.

For Secretary: H. L. LeGrand.

The results of the election were as follows:

Chairman: C. E. Moser.

Vice-Chairman: T. F. Mason.

Secretary: H. L. LeGrand.

Shipments Moving on DHA Billing

Mr. T. F. Mason, Agent at Wilmington, asked if a shipment which checks over at a certain station and is forwarded on marks to destination covered by DHA billing is to be regarded as an overage upon arrival at destination and an over report made. He stated that he did not believe such a shipment should be regarded as an overage and had refused to show such a shipment as an overage on the cargo report in connection with the Pacific Steamship Company. However, the freight claim rules state that an overage is a shipment not accompanied by a regular revenue waybill.

Disposition: Mr. Day, G. F. A., stated that a decision will be rendered at the next meeting.

Rates

Mr. A. G. Matthews, Agent at West Alhambra, asked the correct first-class rate on shipments moving from San Francisco to West Alhambra via Los Angeles.

Disposition: Mr. Day stated that a ruling has been issued by his office on this subject, which ruling is final.

Reduction of Freight Rates

Mr. T. J. Day, G. F. A., stated that the freight business made a very good showing for the past month. The largest increase was in local business, due to the amount of traffic through the Port. He reported that war tax on both passenger and freight will be eliminated the first of the year, pointing out to the Agents that war tax must be collected on all shipments billed collect which originate before the first of the year. However, a circular will be issued instructing the Agents how to handle the situation. He also stated that a master tariff will probably be issued before the first of the year covering a 10% reduction on all agricultural and orchard products. This will cover vegetables, fruits, hay, grain and nearly all of the commodities listed in the exception sheet as cereals and cereal products with the exception of those not actually farm products. This matter is now under investigation by the Interstate Commerce Commission and a ruling is expected in the near future. An investigation is being made by the Commission regarding all commodity rates. Class rates will probably not be reduced, as they are considered normal at the present time. He added that this reduction will apply on carload shipments only.

Adjustment of Passenger Rates

Mr. O. A. Smith, G. P. A., stated that the passenger business for the month of November showed a decrease for the first time in two years. However, the decrease is not very large and can probably be traced to the cessation of the shipbuilding activities at the Har-

ASSOCIATED OIL COMPANY SAN FRANCISCO

For over a quarter of a century the name "Associated" on Petroleum Products has been synonymous with highest quality.

bor. He reported that the fare case which has been going on for some time is now completed and has been presented to the Commission for a decision. Also, that there will probably be a radical change in the basis of the construction of one way and round trip fares in the near future. At the present time the round trip fare is based on a 5½ mile zone in Los Angeles on a local fare of 6c. The mileage applies from that point to points beyond. It is under consideration to change this and put the fares on an average mileage basis right from the station at Los Angeles. This will eliminate a large amount of the Los Angeles local traffic on interurban trains and is going to have the effect of an increase in the fares to and from points up to a distance of approximately 15 miles. However, it will decrease all fares to points beyond a distance of 15 miles.

Mr. Smith answered many questions regarding the effect the proposed reduction would have on fares to various stations.

Delayed Correspondence

Mr. E. T. Albert, F. C. A., requested the Agents to be more prompt in answering correspondence relative to shortages and overages and furnishing billing when in a position to do so. This refers to correspondence from Mr. J. W. Anderson, Terminal Freight Agent, as well as from the Freight Claim Department. In many cases Mr. Anderson is holding claim papers awaiting a reply.

Routing of Freight

Mr. Day requested the Agents to be very careful to route all freight, particularly car loads, in exact accordance with instructions carried on bills of lading, as the Steam Lines have representatives in this territory who are checking this matter very closely. He requested them to call his office whenever they are in doubt regarding abbreviations such as Cotton Belt, Clover Leaf, Big Four, etc.

There being no further business, the meeting adjourned at 9:35 P. M.
H. L. LEGRAND Sec'y

Well!

The young lady was taking the church census, and a tall young man with a clerical appearance had just requested her to step inside, as they had sickness in the house and didn't like to leave the door ajar. Influenza prevailed in the neighborhood and the young woman was cautious.

"It isn't anything contagious, I hope?" she queried suspiciously.

"Twins, ma'am," was the reply.

The young lady "flu."

1871



THE Farmers and Merchants Bank has withstood successfully and fearlessly, every financial crisis since 1871. Its growth has been its own. Its resources have never been augmented nor its field of usefulness extended by mergers or consolidations with other banks.

It Is the Oldest and Largest Individual Bank in Los Angeles.

And today it stands greater than ever—even more firmly established and even more useful to the individuals and the industries of the community. The Farmers and Merchants offers to its customers a complete commercial banking service and a thorough, efficient trust department.

THE FARMERS & MERCHANTS NATIONAL BANK of Los Angeles Corner of Fourth and Main Streets

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Vice-President		Asst. Cashier
H. F. STEWART		A. E. ELLIOTT
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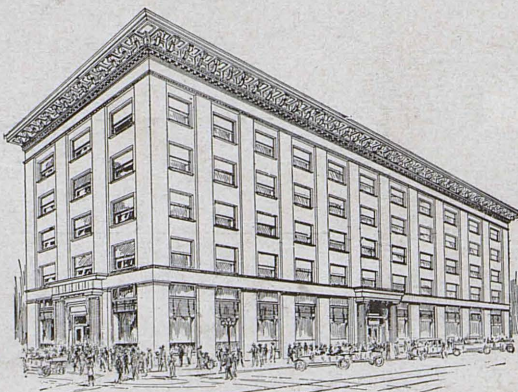
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