



# The Pacific Electric MAGAZINE



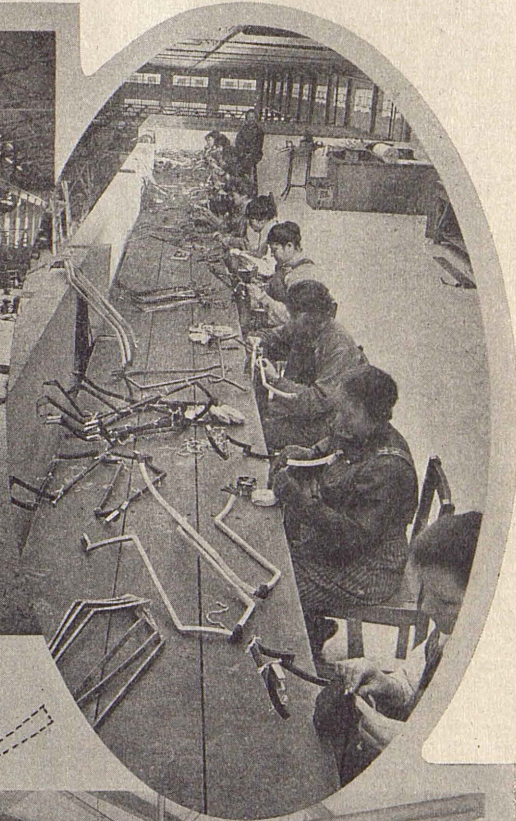
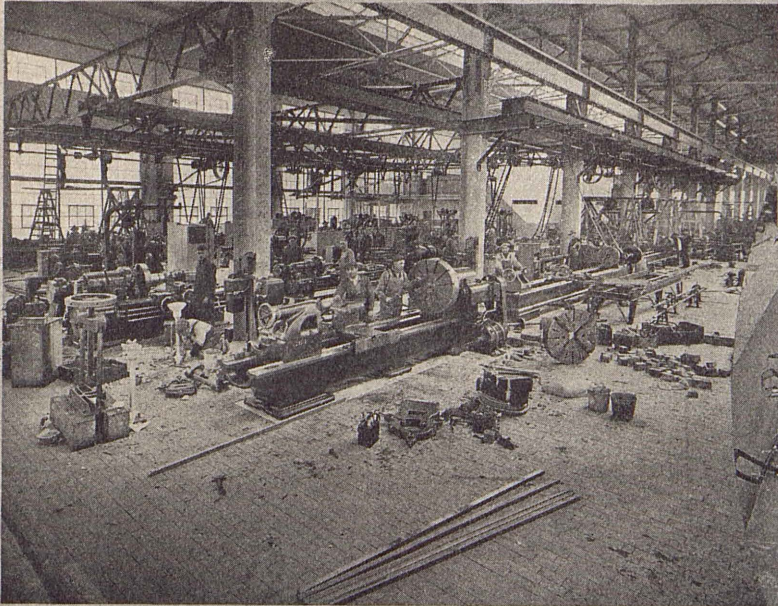
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 4

LOS ANGELES, CAL. DECEMBER 10, 1919

No. 7

## △ OUR NEW RAILWAY SHOPS △



### Shop Glimpses

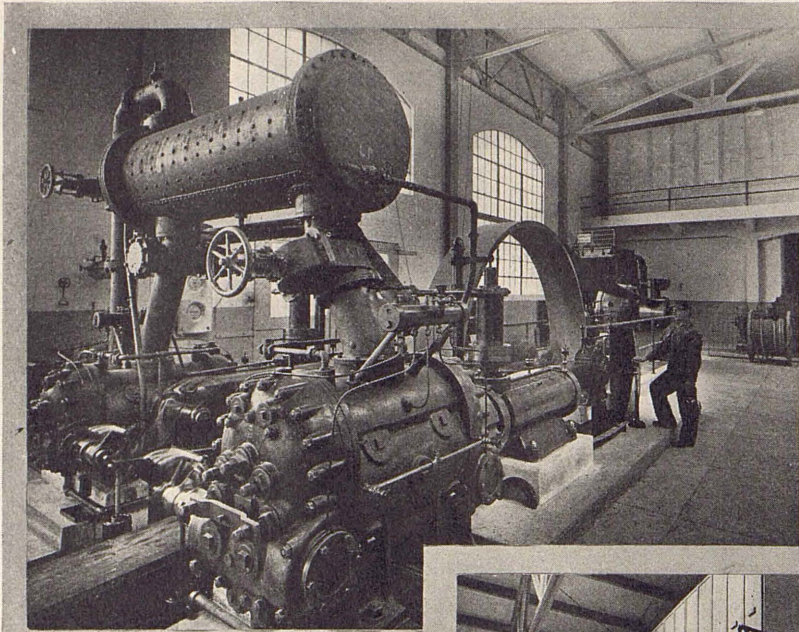
The completion of our new shops at Torrance marks another step forward in modern shop construction in keeping with the fast development of the territory served by the lines of the Pacific Electric Railway Company.

Our old shops at Seventh and Central have long since been inadequate to properly handle the necessary light and heavy repairs to freight and passenger equipment which has increased in numbers since the shop was first established at this location. There has been considerable light repair work performed at the Macy Street car repair shop as well as the new shops at San Bernardino, which has helped materially to relieve the demands on the Los Angeles shops.

It is found necessary, even with the additional shop facilities constructed at Macy Street and San Bernardino, to provide a shop to handle heavy repairs as well as construction work so equipped as to handle the work economically and with greater dispatch than the old shops permitted, so as to reduce the shop period for equipment and at the same time







In the Power Plant

provide a shop that would give improved working conditions which has a great deal to do with better shop production.

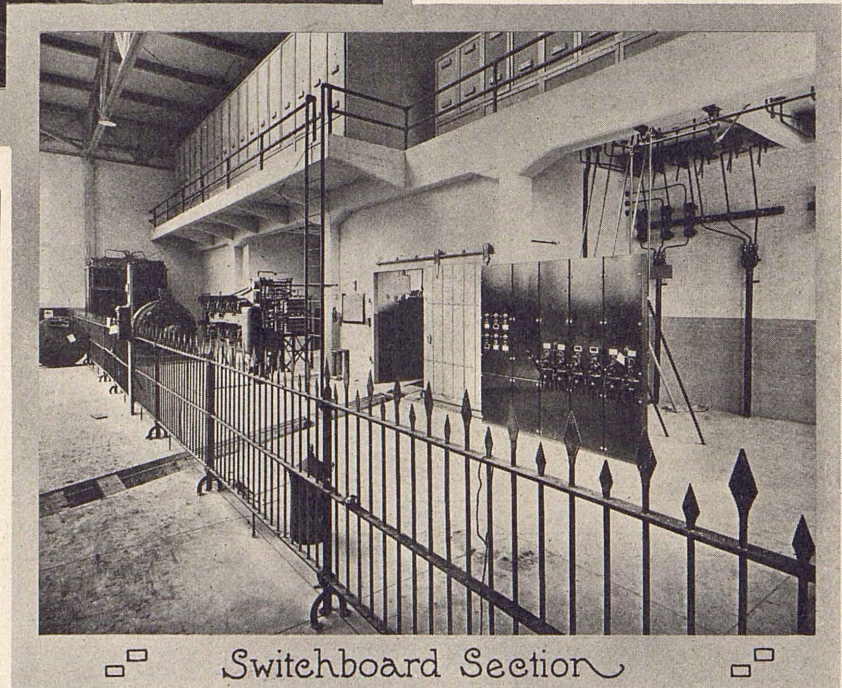
Our new shop grounds have an area of 125 acres and this large acreage has been acquired in order to take care of future developments which will enable us to keep step with the progress that is being made in building up all the territory contiguous to our lines.

It is interesting to note that our old shops at Seventh and Central only had an area of 11 acres, which will give an idea of what the possibilities are for development at the new location. There is represented in the new shop layout at Torrance an investment of over one million and a quarter, which is the largest investment made in this new industrial center, although there are several large industries that have established their plants at this point.

It is possible with the facilities afforded at the new shops to not only take care of heavy repairs to equipment but if necessary construct new equipment of every description; also the shops are provided with all the modern facilities for the convenience and welfare of the employes which is conducive of shop efficiency.

While it is necessary at the present time for many of our employes to remain in Los Angeles and make the trip between the two points daily to and from work we can assure our employes that satisfactory arrangements will be made in the near future that will enable the employes to establish their homes at Torrance and at the same time have all the conveniences that they now enjoy in the City of Los Angeles.

I know every employe will give his hearty co-operation to make this shop one of the most economically and successfully operated plants in



Switchboard Section

Southern California, justifying the large investment that has been made on the part of the Company.

H. B. TITCOMB.

—PE—

#### The Builder's View

The new shops at Torrance now practically completed are located upon a 125-acre tract of land belonging to this Company. The buildings now constructed and under construction, with their tracks serving, cover an approximate area of 1,790,000 square feet or more than 41 acres, while the buildings themselves cover a total ground area of 394,200 square feet, a little more than 9 acres. In the erection of these buildings, which are of steel frame construction with concrete foundations, brick and concrete walls and concrete slab roofs, a vast amount of materials have been used, a few of the items being: steel for frames alone weighing about 26,000 tons, 30,000 barrels of cement and 4,-

000,000 bricks, or more than 500 miles of bricks if laid singly and end to end.

There are many features of interest about these buildings, all of the modern ideas with reference to shop and factory construction having been utilized. The great expanse of "factory ribbed" glass windows provide the maximum amount of daylight and through their ribbed construction distribute the light and prevent any direct rays from entering. The overhead electric lighting affords practically as good lighting at night. The elevators installed are the automatic push button type with micro-leveling attachment which stops the elevator level with the landing. It is the latest type, designed primarily for the Government service, an account of those in service at the Brooklyn Army base appeared in the Literary Digest of November 22nd, 1919. The floor of the Motor Shop and Heavy Ma-

chine Shop is made of 4-inch by 6-inch redwood blocks on a sand cushion, these blocks were boiled in asphalt and have a decided advantage over creosoted blocks. Each pit in the Paint Shop is equipped with steam coils to assist in drying paint on cars, although this is largely an experiment it is expected that the same results will be obtained in twenty-four hours as formerly in seventy-two. Even the wash rooms reflect the most modern ideas, all wash bowls being equipped with sprays which permit of the use of running water instead of water standing in a bowl. Each wash room is also provided with a shower bath and steel lockers.

During the erection of these buildings and the installation of their equipment various interesting problems have been solved, one of which was the moving of two Sterling Boilers from the Vineyard substation to the Power House without dismantling



them, this was accomplished by a three point support arrangement and effected quite a saving over the old and supposedly "only" method of removing the flues and then replacing them after moving. Also a steel stack was removed from Vineyard to the Power House in one section, this was the largest steel stack ever moved as one unit in this section.

— PE —

#### It's Superintendent's Views

The time has come when working conditions mean nearly as much to men and women as the compensation which they receive for their labor. The new P. E. Shops located at Torrance offer to employees all that could be asked in the way of sanitary working conditions, as the abundance of fresh air and good light is one of the outstanding features of each shop.

The wash rooms are of the most modern design, supplied with hot and

heavy work and permit the undertaking of jobs that would have been impossible in the old shops.

It is the intention to extend operations in many lines of the work, and particularly in the Winding Room where women have been employed in the manufacture of field and armature coils. The employment of women for the work was started in the old shops, but will be enlarged upon in the new shops, as more spacious quarters have been provided, and equipment will be installed which will permit of expansion in the manufacture of a great part of the electrical equipment used in connection with construction and repair of cars.

The presence of such a plant at Torrance should prove an incentive to the upbuilding of the town and attract employes to live there, where there is more freedom of movement than is to be found in a large city. The addition of a plant the size of

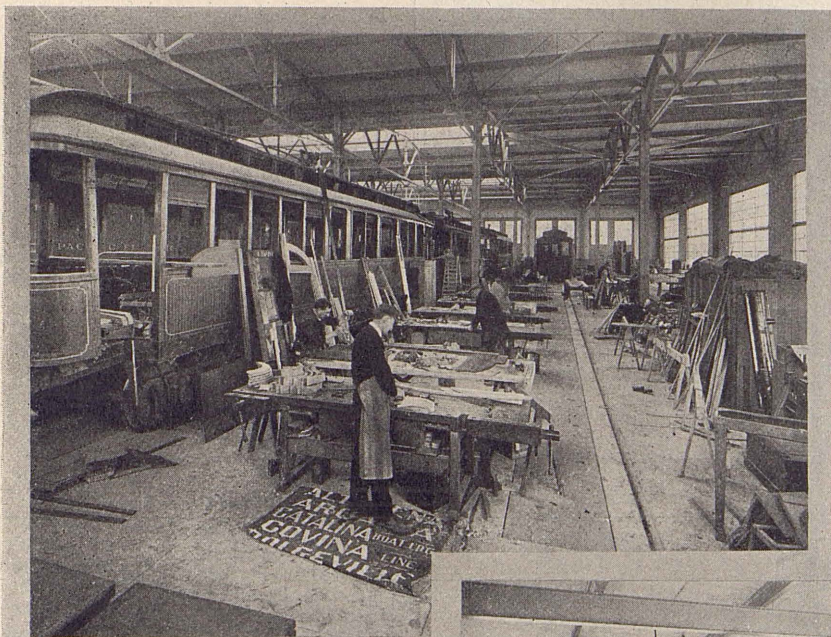
the Pacific Electric Shops at Torrance is bound to mean a great deal to that community, as it will tend to draw other industrial concerns to locate in this new industrial center, which undoubtedly will become a main connecting link with the Los Angeles Harbor District and will stimulate the growth of all the intervening territory.

The work of transplanting a plant the size of the Pacific Electric Shops from one location to another seemed a herculean task, but when our Vice President said "let's go," everybody concerned took hold with a will, with the result that in a very short period of time, all machinery and equipment has now been transferred to the new plant where the work of arranging and installing is being pushed at top speed. The task of putting our new house in order is going to take a little time, but when all is finished, it is going to mean efficiency in all lines of work and ideal conditions for employes.

— PE —

#### "JACK" HOUGHTON IS BACK

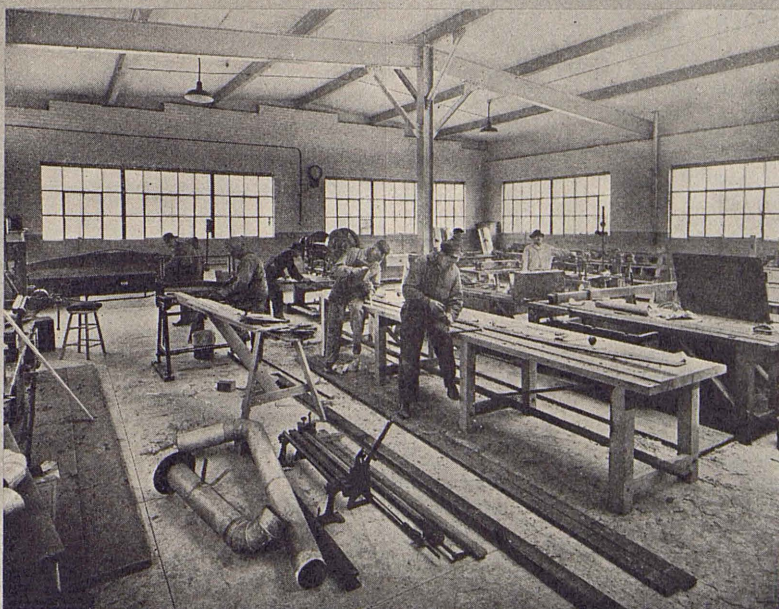
Mr. J. W. Houghton, formerly Chief Engineer of Steam Power Plant, Pacific Electric Ry., is back with us again after two and one-half years service with Uncle Sam. Mr. Houghton was called into the service of the Government in July, 1917, at the Mare Island Navy Yard, as Lieutenant in charge of reconstruction of German interned craft, and later appointed Superintendent of construction; all work including torpedo boat destroyers and the battleship California. Promoted to Lieutenant Commander November 2, 1918, and detached from active service October 2, 1919, returning to Los Angeles and again taking up his duties in the Mechanical Department as assistant to the Mechanical Superintendent.



Cabinet Room

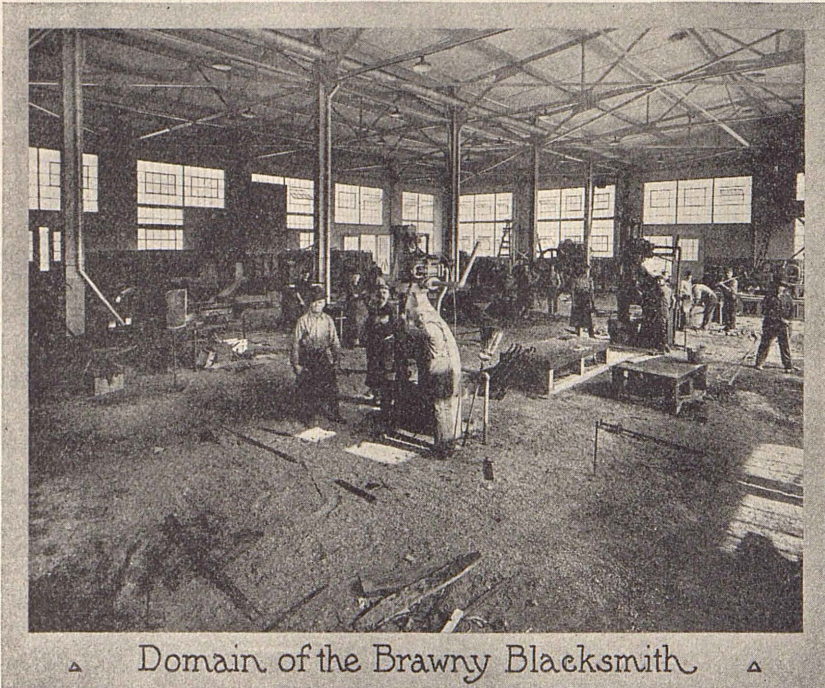
cold water, shower baths and well lighted dressing rooms, and drinking fountains are conveniently located throughout the shops. Safety has been the watchword in the construction and installation of all equipment, and workmen are not handicapped by lack of space and crowded working conditions, which were very evident under the conditions existing in the old shops at Seventh and Alameda Streets.

The additional space provided and the arrangement of the shop buildings will permit of increased production, and in the course of time, it will be found possible to manufacture and build both passenger and freight cars of all capacities and types. There has been many new machines added to the equipment, as well as more modern cranes and hoists, which will greatly facilitate the handling of all



Sheet Metal Shop





△ Domain of the Brawny Blacksmith △

### "CHARLEY" MERRILL RESIGNS

It is with regret that the Editor announces the resignation of C. A. Merrill, Asst. Chief Clerk to the Mechanical Superintendent, effective December 1, 1919.

Mr. Merrill entered the service of the P. E. Ry. March 28, 1903, and has been in active service since that time, during which time he has made many friends in all departments.

Mr. Merrill resigned to engage in the real estate business for himself, and his associates of the Mechanical Department, as well as friends of all departments, wish him every success in his new line of business.

### STATEMENT Made by the GOOD RAILWAY SERVICE ASSOCIATION of California

The paramount interest of the public in its relations with the railways is that the railways shall be enabled to secure and invest in their properties some billions of dollars in the next few years to the end that their service may be made and kept adequate to the growing needs of our country.

These needs are very great indeed. Any legislative policy, then, driving away from the form of investment the necessary capital, which must be secured in competition with all other forms of investment, will mean disaster to our country.

In connection with the return of the railroads to private operation, the House has passed a bill and the Senate Committee submitted a bill for the consideration of the Senate. These need to be considered in the light of the public need for large investments in railroads. The Senate bill proposes:

1. A limitation of 5½% on the return applicable to the investment

in railroads, the Interstate Commerce Commission to decide the value of the investment and to provide for rates designed to yield necessary revenue.

In addition to this 5½%, the Interstate Commerce Commission may in its discretion allow an additional one-half of one per cent for non-productive improvements to the property. If any road should earn more than 6% and not over 7%, one-half shall be paid to the government and one-half shall be put in the reserve fund

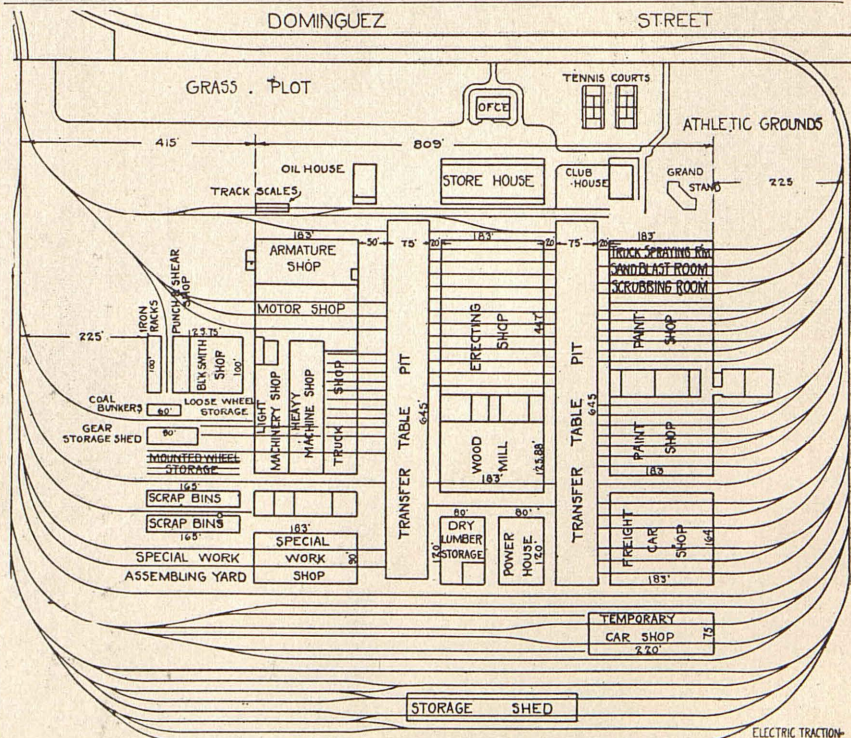
by the railroad to take care of its lean years. If over 7% is earned, the railroad keeps one-fourth and the government takes three-fourths. If the reserve fund of the railroad reaches one-twentieth of the value of its property, then its earnings above 6% are to be divided two-thirds to the government and one-third to the railroad. There is no guarantee of 5½% to any road.

The government is empowered to spend the money it receives in building up other transportation systems less fortunate in their earnings, either through lending them money to purchase equipment or add to their other facilities.

Thus foresight, good management and enterprise of one road may result in it creating a surplus for the building up of a competing line in the same section—a suicidal reward for good work disheartening to capable management and to investors in the earning road; or perhaps this surplus may be taken out of the section which contributed it and used for the benefit of some other part of the country.

2. A plan for consolidation of the railroads of the country into not less than twenty nor more than thirty-five competitive systems, the new systems to be devised by a transportation board of five members at a salary of \$12,000 each per year, who shall make a plan accordingly immediately after they take office. If within seven years the railroads are unwilling or unable to arrange for voluntary vivisection in accordance with this plan, this transportation board, through the government, is to have the power to force such consolidations.

The railroads and the country have



General Layout of Torrance Shops



been developed together, and in this process the former has developed facilities along the lines of commerce of the latter.

We submit that a task beyond performance would be given a group of men who are required to plan to redistribute the railroads of the United States among from twenty to thirty-five new companies and carry out such redistribution with justice to the communities served and the owners of the properties.

No justification exists for such a radical course; in nearly all sections of the country where existence of competing carriers is justified by present or prospective traffic, such competition exists.

Under this new plan, the control of rearrangement of lines doesn't rest in any degree with the investor, and the new investor would not really know in what railway unit his investment would finally lodge—a strong bar to his making such investment.

3. Both the government and the classified employes are to be represented on the boards of directors and on all executive committees of the railroad companies.

There is no good reason for this. Boards of directors are now responsible to the stockholders, being entrusted with the care of their property. It is proposed to introduce two new elements, each responsive to an outside interest. The interests of the government and the employes are already well protected; indeed, the government has now large powers over the operations of the railroads and is in position to be thoroughly acquainted with such operations in every detail.

Obviously, capital is not apt to be attracted to an enterprise where control from the inside through the board of directors is in part given over to elements having no responsibility to investors.

4. Both the House and Senate bills provide for increased powers over the railroads by the government, the Interstate Commerce Commission, or a federal board, being given power to force one road to give up use of its terminals to another, to lend its equipment at the discretion of the board to other railroads, both locomotives and cars, to re-route traffic if in the judgment of the public body the public need requires, and so on.

It would seem in connection with freight terminals, that customary switching arrangements, now largely controlled by law, should answer. Obviously, if one line is to be able to take advantage of the foresight of and energy of another in providing terminals where such foresight has been justified, and perhaps not share in the burden of carrying such terminals where they are lightly used and only partly productive, another incentive to the enterprising railway to add to its facilities is removed.

And new capital attracted by the success of the well managed road may face the loss of going value by arbitrary freedom in use of terminals.

In addition to the foregoing, the House bill makes no provision that the control over rates exercised by the Interstate Commerce Commission must be of a nature to yield a fair return, or any return upon the capital invested.

In view of these various provisions, a very grave question naturally arises—Will the railroads, working thereunder, be able to secure the money necessary to provide transportation facilities for the United States? Notoriously they have not been able in the past several years to secure sufficient capital under the conditions then controlling them. We do not believe that in competition with other forms of investment they will be able to secure this needed capital under the legislation proposed.

Our western country is in an early stage of development. Its growth is rapid. Its expansion must not be stopped; it will be if the railroad's facilities are not increased proportionately. We are far from our markets. The products of our soil are largely perishable. They must not suffer delay either in harvesting or in transportation thereafter. Quick, dependable railway service adequate each day is essential.

All other considerations affecting transportation fade to insignificance in comparison with the one overwhelming need, that our railway facilities be made and kept adequate to our growing needs.

We, therefore, ask you that the pending legislation be amended so as to make railway investments attractive to capital and to that end we offer for your consideration the following suggestions:

1. That either a department of the Interstate Commerce Commission, not having to deal with the control of rates, or a railway transportation board, shall be charged with the obligation of seeing that the railroads of the country be permitted to earn such net income as will attract to them the new capital necessary in the public interest. This department, or board shall be given power to enable it to reach a conclusion intelligently with reference to necessary changes in the revenue of the railroads of the United States as a whole or any defined section thereof; and its certificates from time to time served upon the rate controlling section of the Interstate Commerce Commission shall bind that body to permit such changes in freight rates and fares as will take care of this public interest.

There should be no arbitrary percent fixed by legislation, but such elasticity as will permit of the sound judgment publicly expressed after thorough investigation as to the necessary return by a body appointed for that purpose. Such a body would be enabled to meet conditions as they arise, determining from time to time the changes in rate of return necessary to attract new capital as needed.

2. Further, as a proper reward to good and economic management

and proper foresight and constructive energy, each railroad shall be entitled to keep and dispose of all of the net revenue that it may earn.

How else shall we develop the spirit of constructive enterprise, or provide reward for intelligently exercised economy? We want expansion of facilities and efficient service. We are willing to risk such chance as there may be of one railroad or a group of railroads earning an unusual return under such plan, and we believe that as they deserve it, the prosperity is apt to be shared by all railroads. Lower freight rates and lower passenger fares will follow any undue general prosperity.

3. Voluntary consolidation of railroad companies when in the public interest and when approved by competent public authority shall be authorized, but no effort shall be made to force such consolidations. If ten years hence need is demonstrated for involuntary consolidations, it will be time enough to legislate upon the subject. In the meantime, since the public will pass upon consolidations, no lessening of beneficial competition need be feared.

4. Instead of granting the use of freight terminals owned by one road to another, interchange of cars under reasonable switching arrangements should be considered as a substitute, thus encouraging every company to provide its own facilities and in advance of actual need.

5. No legislation should be enacted depriving the shareholders who own the railroad property of their right to elect all members of the boards of directors. Boards of directors are trustees for the shareholders' money and should be responsible thereto.

6. Care should be taken in connection with any labor clauses, so that in so far as practicable all wage problems shall be settled between each company and its own employes, that individual good service may not be lost sight of, the spirit of teamwork may be encouraged in every company and the employees and the management be permitted to show what they can accomplish in a company way, and that appeal to any quasi-public body in wage disputes shall be only as a last resort and then only when the public interest is threatened.

PE

#### The Irish Lady's Bull

An Irish lady well known to society contributed to the gaiety of nations the other evening by dashing into the nursery and reproving her eldest born in manner following: "I just wish your father was at home some evening to see how you behave when he is out."

PE

Physician: "Tell your wife not to worry about her slight deafness, as it is merely an indication of advancing years."

Mr. Meek: "Doctor, would you mind telling her yourself?"





# THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

December 10, 1919

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

## GREETINGS TO THE PACIFIC ELECTRIC "FAMILY"

THE BEST WISHES of the entire management is extended to all of the employes of the Pacific Electric Railway for a most Merry Christmas and a Happy New Year, and with the hope that 1920 will prove to be a year filling our greatest expectations and most fond hope to the end that complete happiness may exist among all of us. May our mutual esteem grow continuously as the new year waxes old.

H. B. TITCOMB,  
Vice-President.

## HOLIDAY GREETINGS

At this season of the year it is customary to extend the greetings of the season to all our friends; to close the year with gladness and to call down upon those we esteem a shower of prosperity and happiness during the new year just arriving. This, the Magazine does at this time in the accustomed formal manner and with all sincerity.

Momentous indeed has been the past year, not only for this Company, but for the world. The season for observances running from Thanksgiving Day to the close of New Year Day has probably meant more to the American citizen this year than any series of similar days in his life. Thanksgiving for the cessation of the bloody world strife and for the return of friends and loved ones from the fields of battle; Thanksgiving from those whose loved ones "over there" died not in vain and that their sacrifice was made indeed for the love of mankind as was that made by the Prince of Peace whose natal day we next celebrate; Thankfulness for a vast multitude of blessings received, despite heavy burdens that many carried, but who through trials have been made more perfect.

And now comes Christmas, commemorative of the greatest gift made to mankind, and ritualistically observed by us in the small gifts of one to another. SMALL GIFTS? Many times large ones. Often too great as compared to the means of the giver, and most of us are prone to excess in this regard, overlooking that it is the sentiment that goes with the gift and not its intrinsic value that counts most. Many heavy heartaches following Christmas might be avoided and the Spirit of Christmas kept continuously with us throughout the year, but for the excesses practiced by so many. Far better is the simple card bearing a message of esteem and love than a lavish extravagance leaving in its wake a trail of privation and regret. Nearly all of us know what this means from such indulgence at some time in our lives. Let us this Christmas be sober, sensible, sincere and try to reflect in some measure that which the Christ portrayed, rather than follow the love for show which is only another analysis of selfishness.

The New Year will bring forth just what we ourselves desire and work for. We may fill it with countless blessings or the reverse. We may make new friends or lose old ones. Let us hope, however, that our resolution for 1920 will be to cherish more warmly all those who are now our friends, to hope for a large increase in the number of new ones; to cultivate cheerfulness, confidence and helpfulness whenever and wherever possible; and in our relations as employes of the Pacific Electric Railway to become more and more like the famous characters of Dumas, "each for all and all for each."

PE

## PICTURES OF THE NEW SHOPS AT TORRANCE

In this issue of the Magazine is presented a number of pictures of our new shops at Torrance, and in connection therewith an explanation might well be made. Our pictorial exposition is not all that was desired, but the best that could be done under the circumstances owing to the fact that as yet all machinery is not in place and the operation will not be normal for some little time. The illustrations at this time are intended to convey as far as possible the general view of the plant and an idea of its immense size. When normal operation has been accomplished we hope to publish photos of the various completed departments.

PE

Ever notice how passengers will intentionally miss a train in charge of a grouch to get to ride with a grin. This may account for some of our overloads.

## THE COST OF CARELESSNESS

We had a wreck at the foot of the Diamond street grade at Redondo Beach just the other day in which two cars were badly damaged, though fortunately no personal injuries resulted. The damage to the equipment will amount to all of \$3,500 to say nothing of the loss that will result from the absence of those cars from service. Carelessness was the fundamental cause of that wreck, and to further define what the loss means let us see what the company must do in the hauling of passengers to make up that loss. It means that we must haul one passenger to the beach and back 5833 times to equal the amount and in addition you would not have received anything for your transportation of that passenger in making up the amount lost. In other words that carelessness has given to one passenger 233,320 miles of free ride when the cost has been computed at the same rate per mile.

The Auditor of an eastern railway recently prepared for the information of all employes a schedule showing the value of a large number of items in terms of the cost of carrying passengers. The list not only relates to supplies in all departments, but also to the equivalents in missed fares, freight losses, personal injury claims, service loss of damaged cars, derailments, broken wires, etc. Here is what this man of research says:

"Did you ever stop to think what carelessness, indifference and neglect cost this company? Do you know that when you lose or throw away a half-used broom, this company has to carry ten passengers 1 mile, or 11.6 tons of coal (inter-line freight) a similar distance, just to get even again, by reason of your act? The table below will tell you what some other items cost this company, figured on the basis of service necessary to offset. Read this carefully.

	Passengers Carried 1 Mile
4 Railroad spikes	1.5
1 Spiking hammer handle	6.5
1/4 Lb. switch rubber	12.5
1 Dry cell	9
1 Trolley rope	20
1 Trolley feed ear	7.5
1 Curve suspension	12.5
6 Sheets sand paper	1.5
20 Nuts, 1/4 in.	5
1 Trolley catcher	250
1 Car window catch	8
6 Lock washers	1.5
1 Trolley wheel	45
4 Trolley wheel washers	2
10 Cotter pins	2.5
1 Trolley pole	62.5
1 Ball tape	6
1 Gem lamp	7.5
1 lb. waste	4
1 Tungsten lamp	16
1 Headlight globe	5
2 Fuse plugs	3
1 Pony glass insulator	5
1 Transmission insulator	5
1 Rail bond	17.5
2 Lag bolts, 4 in. x 5/8 in.	2
1 Glass 23 in. x 34 in.	26
1 Pair rubber gloves	150
1 Fuse—5 amp.	8
1 File, 14 in.	15
1 Leather register cord	84.5
1 Cap badge	30
1 Air hose gasket	2
1 Journal box spring	7.5
1 Hack saw blade	4
2 Lbs. nails, 20 d.	2.5
1 Cash fare missed 5 cents	2.5
1 Cash fare missed 10 cents	5
1 Cash fare missed, 25 cents	12.5



	Passengers Carried 1 Mile
1 Lantern .....	37.5
1 Broom—new .....	20
1 Broom—half used .....	10
2 Postal cards .....	1
1 Stamp—2 cents .....	1
1 Ticket punch .....	87.5
3 Sheets carbon paper .....	4
20 Waybills (blank) .....	3
20 Conductor's manifests .....	3
30 Conductor's envelopes .....	2
1 Shovel .....	37.5
1 Pick .....	25
1 Iron bracket—11 ft. ....	100
Overhead line break .....	130
Broken car wheel (cast) ..	1100
Switch iron lost .....	12.5
Loss of freight (\$5 claim) ..	250
Loss of freight (\$10 claim) ..	500
Personal injury (\$15 claim) ..	750
Personal injury (\$25 claim) ..	1250
Personal injury (\$50 claim) ..	2500
Personal injury (\$100 claim) ..	5000
16 In. of 4/0 trolley .....	8
1 Lead pencil .....	2.5
4 Pens .....	2
Labor wasted, 1 hour at 15c ..	7.5
Labor wasted, 1 hour at 20c ..	10
Labor wasted, 1 hour at 25c ..	12.5
1 Oz. rubber bands .....	7.5
1 Phone call (toll), 15 cents ..	7.5
1 Phone call (toll), 30 cents ..	15
1 Armature burned out .....	2000
*Derailment—replaced by crew—	
Time, 2 men, ½ hour each ..	8
Time, 2 men, 1 hour each ..	16
*Derailment—line car used—	
Time, 4 men, ½ hour each ..	52
Passenger car damaged—	
Loss of revenue, 1 day .....	1500
Loss of revenue, 2 days .....	3000
Loss of revenue, 3 days .....	4500

\*Damage to car not included.

PE  
**IN MEMORIAM**

Taylor Waive Elliott, familiarly known to his associates as "Waive," General Foreman of Substation Maintenance, Electrical Department, died at his residence, 972 East Forty-second Street, Sunday afternoon, November 30th. Mr. Elliott has been in poor health for some time but his death came as a shock to his co-workers. Mr. Elliott was 39 years of age and was born at Chapel Hill, Tennessee. He entered the Pacific Electric service in 1903 as a wireman and has been in the continuous employ of the Company since that date, and at all times loyal and conscientious. "Waive" leaves a wife and daughter Audrey, aged 12, to whom all of his associates and friends extend their heartfelt sympathy.

PE  
**OUR RED CROSS DRIVE**

The membership drive of the Red Cross came to a close recently, and as in other matters patriotic participated in by the employes of this company, the showing was certainly satisfactory, \$1238.00 having been turned over to the Red Cross. Undoubtedly the sale of Christmas stickers of that society for the prevention of tuberculosis will also be large, as the need is urgent and the cause most worthy.

PE  
**ECONOMY**

Mr. Spuffinstein and his little son were walking down the main street the other day when a large sideshow poster caught the eye of little Ikey. "Fader!" he cried, "give me a neckle to go and see the sea serpent."  
"Vasteful poy!" exclaimed his parent. "Wanting to pay a nickle to see a sea serpent! Here's a magnifying glass; go and find a worm."

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

Passenger Revenues .....	\$592,995.05
Freight and Switching Revenue .....	222,434.50
Other Revenue .....	44,275.91

Total Railway Operating Income .....

**Operating Expenses**

Way and Structures:		
Wages .....	\$ 65,486.23	
Material, Supplies, etc. ....	36,129.20	\$101,615.43

Equipment:		
Wages .....	\$ 91,298.40	
Material, Supplies, etc. ....	51,278.69	\$142,577.09

Power:		
Wages .....	\$ 26,295.85	
Mat'l, Supplies, Power Purchased .....	92,031.28	\$118,327.13

Conducting Transportation:		
Wages .....	\$358,528.60	
Material, Supplies, etc. ....	97,264.87	\$455,793.47

Traffic:		
Wages .....	\$ 5,155.72	
Advertising and Material, Supplies, etc. ....	9,418.22	\$ 14,573.94

General and Miscellaneous:		
Wages .....	\$ 41,332.90	
Injuries and Damages, Mat'l, Supp., etc. ....	53,023.90	\$ 94,356.80

Total Railway Operating Expenses:		
Wages as above .....	\$588,097.70	
Other charges as above .....	339,146.16	\$927,243.86

Transportation for Investment—Credit ..	5,648.29	\$921,595.57
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Operating Loss .....

Depreciation .....	\$ 22,553.97
Taxes Assignable to Railway Operation .....	51,991.25

Total Depreciation and Taxes .....

Operating Loss, Depreciation and Taxes .....	\$136,435.33
Non-Operating Revenue .....	9,744.47

Net Revenue Loss .....

Interest on Bonds and Other Debt .....	\$294,501.38
Rents and Miscellaneous Income Deductions .....	41,369.47

Total Deductions .....

Net Loss .....

Net Loss Ten Months ending October 31, 1919 .....

Los Angeles, California, November 21, 1919.  
H. A. CULLODEN, Auditor.

**STILL INVENTING**

**And Forty Years Ago Patent Office Was Thought Obsolete**

Forty years ago when the first Atlantic cable had been laid and a device had been invented that would carry several persons up eight stories as quickly as a man could climb that high, the people of the United States were ready to accept the conclusion that the world was perfect. At least, it was perfect as far as invention could make it. That sentiment even crystallized in an effort to abolish the patent office in Washington as an expensive luxury. Every thing had been invented. Why not abolish the office?

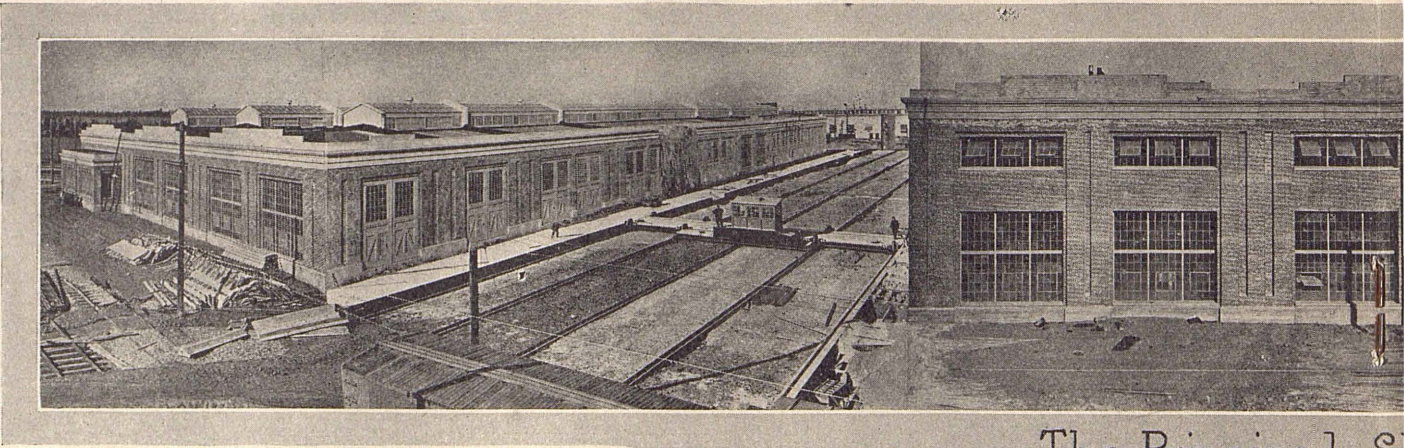
Even a casual glance at the list of inventions filed in the patent office during the last forty years would reveal the folly of such a proposal.

Thousands and thousands of inventions that have revolutionized everything from comforts in the home to new warlike methods of ruining homes.

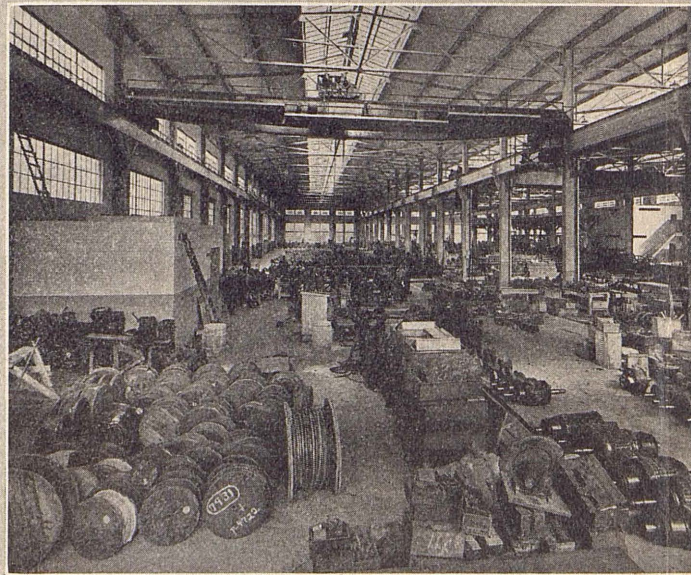
Some of the more important inventions during that time are the wireless telegraph and telephone, elevated railway, submarine, automobile, telephone, phonograph, Roentgen ray, motorcycle, cinematograph and moving picture, color photography, radium, incandescent electric light, machine gun, torpedo, subway and the airplane. Many of these have been adapted to war needs, as attested by the battle plane, the armored automobile, the torpedo, smokeless powder, poisonous gas and gas masks, and many others.

But even today there is no talk of abolishing the patent office. Science is now regarded as being in its infancy.—Kansas City Star.

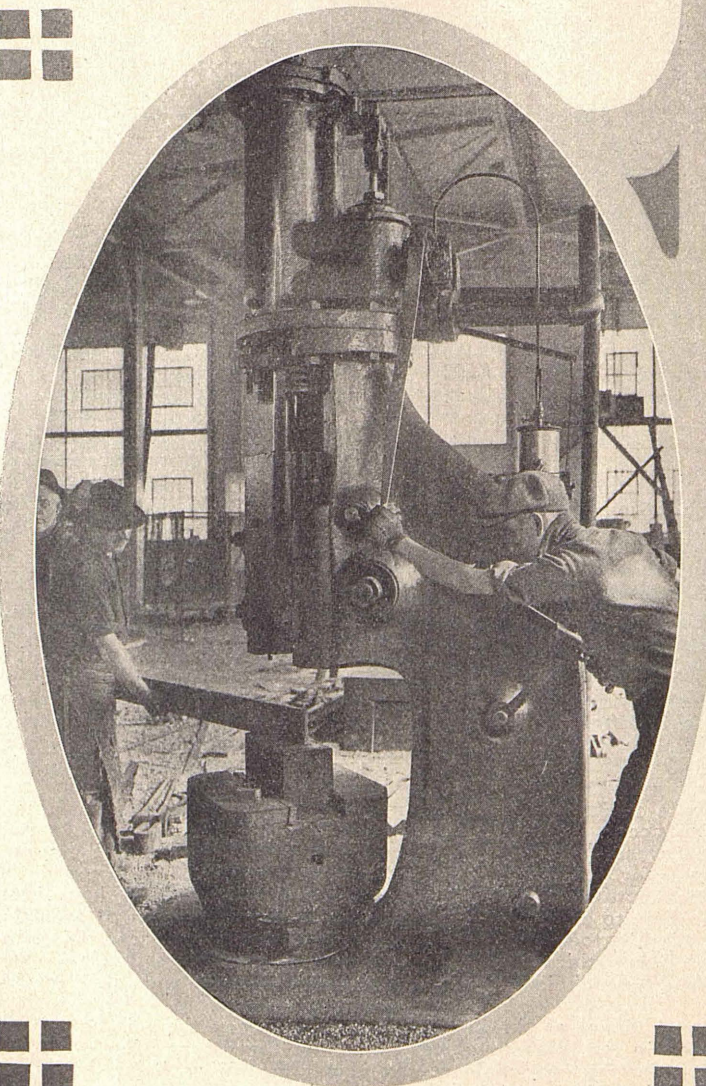




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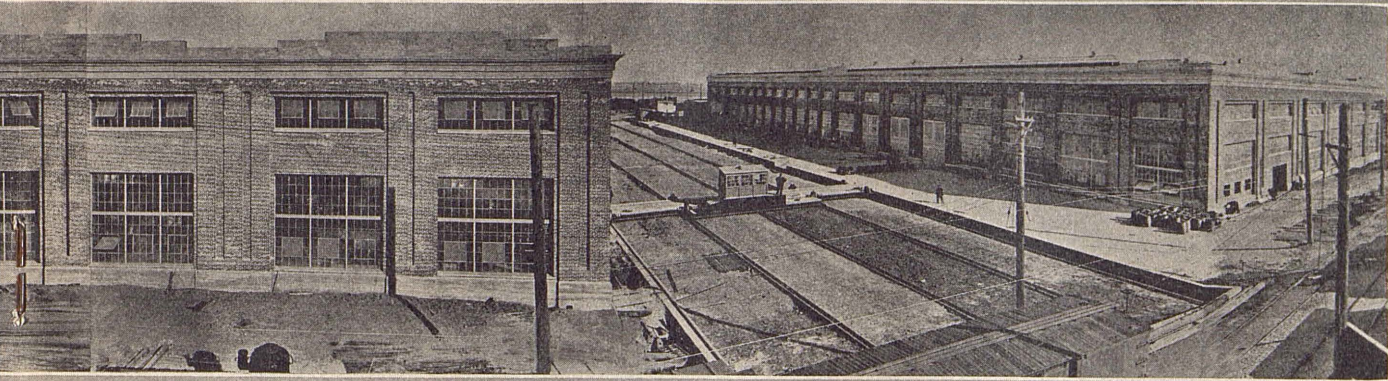


General View of Machine a

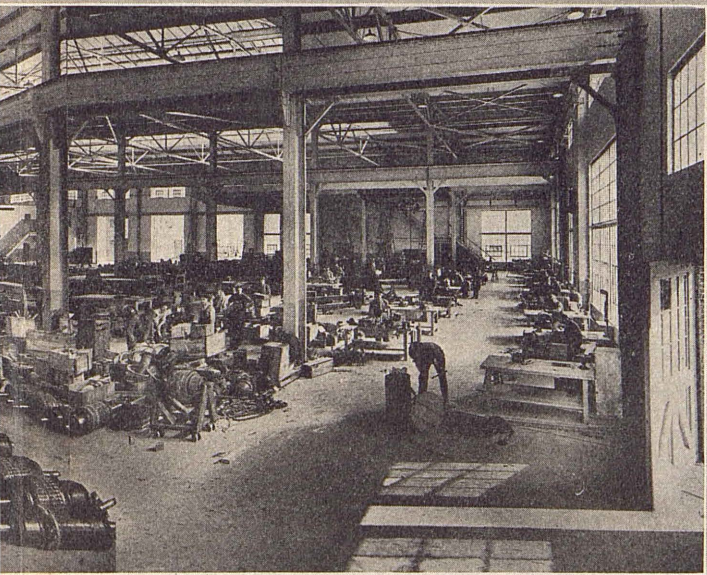


**P**ROUD INDEED are the employes probably the most complete in United States. Perfect as to sanitation will be esteemed most highly by all those and outside of its walls, adjacent thereto, of grown-ups that will renew fagged nerves a place of pleasant work it will be when the Work Order number of this immense p



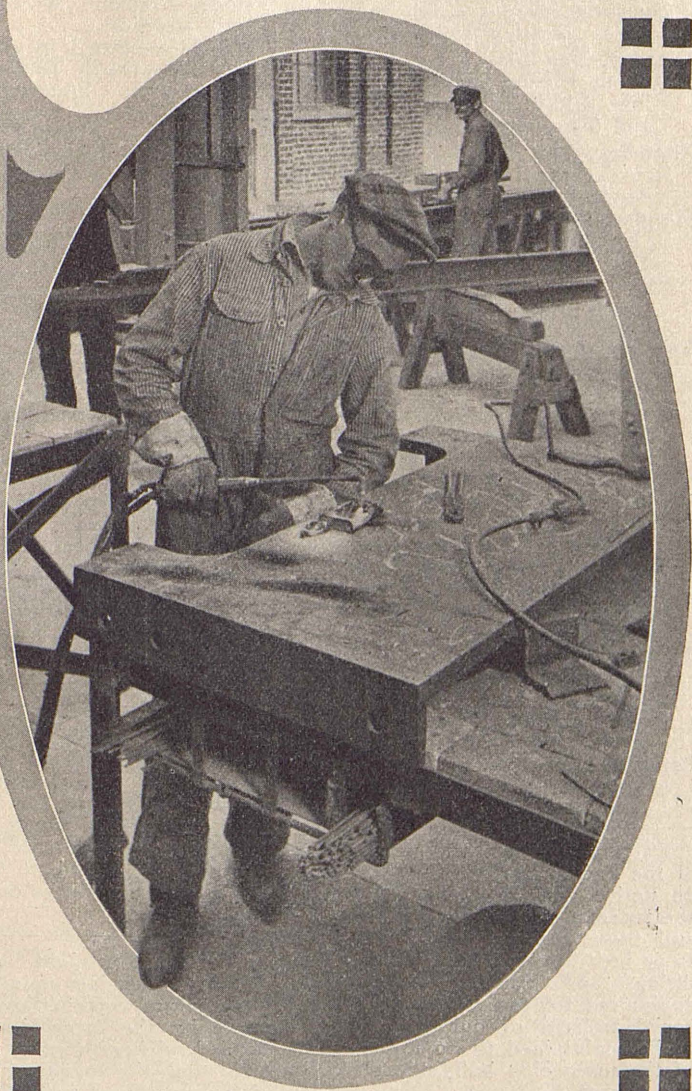


Shop Buildings



and Winding Room Floors

eyes of this company of this wonderful plant, in every detail of any railway shops in the ventilation, ventillation and creature comforts it those who will use it as their industrial home; also will be soon installed courts for the games to relieve nerves and tired muscles. Just imagine what when "completed" has been entered against these plant.





# PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

## PACIFIC ELECTRIC CLUB CALENDAR

- Dec. 10th to Jan. 10th.
- Thursday, Dec. 11.—**  
Moonlight Dance in Auditorium, 8:30 p. m.
- Saturday, Dec. 13.—**  
Agents' Association Meeting, 8:00 p. m.
- Tuesday, Dec. 16.—**  
Northern Division Safety Committee Meeting, 2:00 p. m. Transportation Department Meeting of Northern, Southern and Western Divisions, 8:00 p. m. Entertainment and luncheon in Auditorium after meeting.
- Thursday, Dec. 18.—**  
Balloon Shower Dance in Auditorium, 8:30 p. m.
- Friday, Dec. 19.—**  
Operating Department General Staff Meeting, 10:00 a. m.
- Thursday, Dec. 25.—**  
Christmas Day. (Club open; no dance account holiday.)
- Tuesday, Dec. 30.—**  
Moving Picture Night in Auditorium, 8:15 p. m. For all members and their families.
- Thursday, Jan. 1.—**  
New Year's Day. (Club open; no dance account holiday.)
- Monday, Jan. 5.—**  
P. E. Band Meeting and Rehearsal, 8:00 p. m.  
Pacific Electric Club Executive Committee Election closes 12:00 noon.
- Tuesday, Jan. 6.—**  
Stereopticon Lecture, "Fascinating Days in Japan," in Auditorium, 8:15 p. m. All members and their families admitted.  
Southern Division Safety Committee Meeting, 2:00 p. m.
- Wednesday, Jan. 7.—**  
Pacific Electric Club Executive Committee Meeting, 2:00 p. m.  
Western Division Safety Committee Meeting, 2:00 p. m.  
P. E. Rod and Gun Club Meeting, 8:00 p. m.
- Thursday, Jan. 8.—**  
Masquerade Ball in Auditorium, 8:30 p. m. Four prizes given. No one allowed to dance without mask until 10:00 p. m.
- Saturday, Jan. 10.—**  
Agents' Association Meeting, 8:00 p. m.

This last month the management of the Pacific Electric Club has taken an active part in co-operating with the foreman at the various terminals, and these auxiliary clubs are going to be kept in the same high-class condition, and amusements and all equipment for the entertainment and social welfare of our employes are to be maintained up to the standard of the main club building at 431 So. Hill Street.

## CLUB EXECUTIVE COMMITTEE ELECTION

The election to be held during this month, closing date being Jan. 5, 1920, for members of the Pacific Electric Club Executive Committee, should be given the attention of every member of the Club, that the members of each department may elect the most worthy and capable employe of their department to represent them in their welfare. The members, upon receipt of ballots, should fill them out and send them to the Club as soon as possible, that there may be no delay in their reaching the Club before the election closes.

PE

At the last Transportation Department meeting we were favored with a most excellent program of pictures and talent from the employes of the different divisions. The following program was given:

- George Plumber, Motorman Western Division.....Violin Solo  
(a) "Concerto," by De Berio  
(b) "Mazurka," by Wieniawski  
Roy Davis, Electrical Department.....Whistling Solo  
"Wedding of the Winds," by Hall.  
Illustrated Song by Mrs. Barlow  
"I Am Always Climbing Mountains"

After the pictures hot weinie sandwiches and sauer kraut and hot coffee were served, prepared by Mrs. Carter.

PE

The Pacific Electric Band will hold its first rehearsal on Monday evening, January 5th at 8:00 p. m., at which time all employes who play any band instruments may attend and become regular members of the Band. The Band is strictly for employes only and will meet regularly on all following Mondays of each week for rehearsal. Mr. Mort Stuart will act as Manager and Director and has appointed Frank Johnson as his assistant and E. Moyer as librarian. The Band will rehearse some new marches and will try and take its place again in the parades and concerts which will be held this winter.

PE

New Club cards are now being made up in the Club's office and will be placed in the hands of every member before January 1st, at which time the present blue cards will be cancelled. New cards for "dependents" will not be issued at this time and those now out will be continued in effect.

PE

The Novelty Jazz and Snowball Dances given last month were a big success and were enjoyed to the utmost by the large crowds that attended. These dances were so popular that the management will give them again at a near future date.

## THE DECEMBER TRANSPORTATION MEETING

The entertainment for the combined Northern, Southern and Western Divisions Transportation night, Tuesday, December 16th, 9:00 p. m., for all employes and their families, will be as follows:

1. Mutt and Jeff Comedy Cartoon, "Sound Your A."
2. Prizam Natural Colored Pictures, "Skyland."
3. Illustrated song, "You Ain't Heard Nuthin' Yet," sung by Mrs. May Barlow.
4. Fox Sunshine Comedy, "Roaring Lions and Wedding Bells."

Following the entertainment ice cream, cake and punch will be served.

PE

On Tuesday evening, January 6th, at 8:15 p. m., there will be an entertaining Stereopticon Lecture given at the Club by Prof. Louis A. Gould world traveler, writer and lecturer on "Fascinating Days in Japan."

The lecturer, Prof. Louis A. Gould, spent a year in European travel after graduation from college, labored five years in missionary service in China, spent his vacation in Japan, made the tour around the world in 1914-1915, escorted a distinguished educator and his wife, Dr. A. H. Strong and Mrs. Strong, of Rochester, N. Y., to India and return in 1916-1917. As a specialist on oriental matters he is a frequent writer and lecturer on the social, political and religious affairs of the eastern hemisphere.

Prof. Gould has been nine times in Japan for periods varying from a few hours to a few months. The slides exhibited will include views of beautiful Mount Fuji, in summer and winter, of Japan in the cherry blossom, chrysanthemum, visteria and maple leaf seasons, together with the charms of the famous Inland Sea, and of lovely lakes embosomed among lofty hills. The street scenes and trade occupations of the common people will be exhibited; also a full description of the rice, tea and silk industries, marriage customs and a funeral procession will be shown, and in particular the wonderful temples of Nikko, together with the Buddhist temples, priests and pilgrims.

The Japanese have been called "the diamond edition of humanity." Our lecture will be a diamond edition of Japan.

Prof. Gould will show at least two hundred slides during the evening, with a full explanation of these slides, and we may be assured of a full evening's enjoyment of travel in a foreign land. It is the earnest desire of the management that all members and their families take this opportunity of hearing one of the most famous lecturers that has ever visited Los Angeles.

PE

The Club-rooms have been beautifully decorated in the color schemes of red and green, with swinging bells and tinsel, giving upon entrance an additional attractiveness of appearance for the coming holidays.



PACIFIC ELECTRIC CLUB  
LOS ANGELES

December 10, 1919.

TO ALL EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY COMPANY:

YOUR CO-OPERATION REQUESTED

Three years ago on January 1st next, the Pacific Electric Club was established by and for the employes of the Pacific Electric Railway as the social center of this company and for the purpose of forming closer acquaintance between all members of our corporate family; to bind closer in co-operative work all the human factors of our organization; to promote good-fellowship, cordiality and consideration for each other and to advance both the welfare and interests of the employes and the company.

The Club has been a success and has had the assistance of a large majority of the employes in its good endeavors, but it should compose 100 PER CENT of the employes, as it is an essential department of our corporation. The cost is nominal (less than one cent per day); it provides a central rallying place for our clan; it means home to many of our fellows who are single men, and should those of us who have homes, seldom visit the Club, our small contribution towards its maintenance manifests an obvious desire to help our fellows.

The officers of the company heartily endorse this feature of our transportation business and sincerely hope that every one of our employes will at once become members, thereby exemplifying in a positive manner their desire to co-operate in all the activities of this company.

Let us have a 100 PER CENT membership.

*S. C. Doszoy*

President.

*Mark Stewart*

Manager.

### CLUB DANCES

The Masquerade Ball, to be held Thursday evening, January 8th, in the auditorium, will be one of the features in this month's calendar. Four prizes will be given away, two to the best sustained characters, lady and gentleman, and two for the best dressed lady and gentleman. The prizes will be all worth while. No one will be allowed on the floor without mask until 10:00 p. m. Small masks will be available at the Club's office on the night of the dance at the cost price for all who do not have them.

The Balloon Shower Dance, to be held Thursday evening, December 18th, will be another large evening of fun. This will be a big novelty for all.

The Moonlight Dance, to be held on Thursday evening, December 11th, which has always been so popular, will be made more popular by some new electrical effects installed lately.

Benjamin McCartney, the popular Club janitor, has been confined to his bed for the last two weeks on account of a severe attack of bronchitis. From the last report heard he was getting along well.

Since October 1st of this year 1075 new members have joined the Pacific Electric Club. Applications continue to come in very nicely.

### OUR NEXT "MOVIE"

The next big movie show will be on Tuesday evening, December 30th, at 8:15 p. m., for all members and their families. The program for the evening will be as follows:

1. Mutt and Jeff Comedy Cartoon, "Oh, Teacher."
2. Prizam Natural Colored Picture "Kiddies."
3. Fox Sunshine Comedy, "A Milk Fed Vamp."
4. Illustrated Song, "Alexander's Band is Back in Dixie Land," sung by Mrs. May Barlow.
5. Tom Mix, the Fox Film star, in "Hell Roarin' Reform." (A five-reel feature film.)

Music by the Pacific Electric Club Orchestra.

#### Cast

Mix has star cast in "Hell Roarin' Reform."

Tim ..... Tom Mix  
Doris Jenkins..... Kathleen Connors  
Jenkins, her father.... George Berrell  
Minister..... B. M. Turner  
Baxter..... Jack Curtis  
Bartender..... Cupid Morgan

Story by Joseph Roach. Scenario by Charles Kenyon. Direction by Edward LeSaint.

#### Story of "Hell Roarin' Reform"

Tarantula is about the toughest town, in point of population, that you could find in the country. Its neighbor, Elkburg, is so law-abiding

that it only maintains a calaboose for the entertainment of visiting horse thieves and other undesirables.

One of the welcome visitors is Tim, a cowboy whose platform is the square deal; but he breaks loose on frolics which have a tendency to distract the Elkburgers from their chief occupation—slumber. In order that they may get some sleep, during one of his visits, the Elkburg folk work a ruse and bestow on Tim the honor of carrying the Belgian Babies' Milk Fund to the postoffice, ninety-five miles away.

Along the trail he is held up by bandits who do not hesitate to take milk out of the mouths of babies, and they relieve him of the fund. They ride toward Tarantula—which has a sting like its well-known namesake—and Tim follows. On the way he meets a preacher who has been driven out of Tarantula by the bandits.

He determines to get the outlaws who rob babies and insult preachers, but is halted in his task when, on rounding a curve in the trail, he sees the bandits further down engaged in robbing the stage coach. He drives them off by using two six-shooters and his rifle, then goes down to the stage, where he finds Doris Jenkins and her father, a storekeeper.

He promptly volunteers to drive Doris into Tarantula and she is to introduce him as a minister. Arriving, he takes up the work of the preacher and with six-shooters begins to instill religion and righteousness. The bandits set him a fast pace, even trying to kill him by imprisoning him in the church and pulling the church down around him. But he escapes and rides to the saloon owned by one Baxter—who owns about everything in town, and besides is sheriff and chief of the outlaws.

The place is locked. He rides to the balcony of a hotel next door and calmly leaps his horse to the roof of the saloon. Horse and man plunge through the roof, landing in the saloon in the midst of Baxter's gang. Baxter and some of his men escape. The leader orders his men to lay for Tim and to kill him, if necessary, while he goes to kidnap Doris, whom he wishes to marry.

Tim is subsequently captured by the bandits, who bind his hands, place a noose around his neck and leave him, seated on his horse beneath a tree branch to which the rope has been tied. If the horse moves away it means death to Tim. The latter, by superhuman effort, extricates himself and again starts after Baxter. He learns that Baxter has kidnapped Doris and has gone to another town to force a clergyman to marry them.

Tim arrives in time to prevent the marriage, and then, at the point of a gun, forces Baxter to serve as witness to his marriage to Doris. He also forces Baxter to write a check for \$5,000 to build a new church.



**NORTHERN DIVISION MEETING**

Minutes of Northern Division Transportation meeting, held at P. E. Club on November 18th, 1919. Meeting called to order by Chairman Dwyer at 8:00 p. m., with the following officials present:

- |                  |                |
|------------------|----------------|
| A. C. Bradley    | A. S. Cuperna  |
| C. H. Belt       | C. T. Farmiloe |
| F. E. Peachey    | A. P. Smith    |
| H. E. Rodenhouse | J. F. Briggs   |

Student Instructors:  
 J. E. Wagner L. A. Polk  
 Chas. Shook W. L. Mills  
 W. G. Carrier  
 and about thirty-five trainmen.

Reading of minutes previous meeting waived.

Communication from Motorman Gardner regarding pulling into Macy Street carhouse, when car is defective, in order to eliminate delays to other trains.

Disposition: Mr. Bradley to take up and report at next meeting.

Communication from Motorman Laytham and Conductor W. G. Reep, asking single track pay for line cars and bonding cars on account of men having to be qualified for single track and in a great many cases are worked on single track. This question was discussed by trainmen and in their opinion this should be granted.

Disposition: Ruled that Mr. Bradley will take the matter up with Mr. McPherson.

Mr. W. G. Carrier reported that pool tables at Macy Street were in bad order and should be repaired.

Disposition: Mr. Stuart will be requested to have same repaired.

Motorman Wade asked that freight trains discontinue use of red fuses between Indian Village and Covina Junction, on account of so much delay to passenger service.

Disposition: After general discussion, it was decided that the rule shall stand and trains must be properly protected at all times.

By Mr. A. P. Smith: Car 317, at Pasadena, Motorman's cab with the pump located in same. Pump should be covered so that motorman would not get clothes soiled.

Disposition: Recommended that Mr. Small look into the situation, and if practical enclose pumps as cars go through shops.

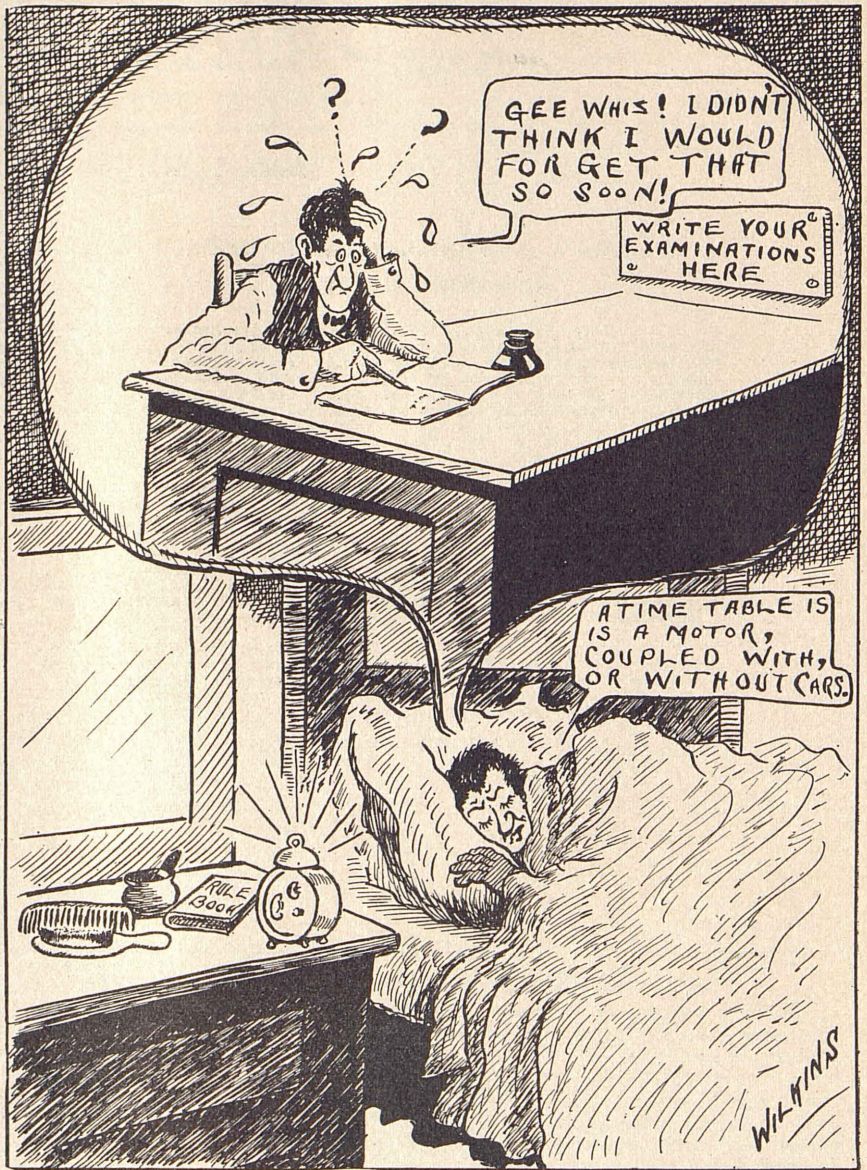
By W. G. Carrier: That landings through South Pasadena are not long enough for 3-car trains, and that instructions be issued to motormen to pull over the street crossings in order to let passengers off rear car.

Disposition: Mr. Bradley will take up with Mr. Johnson to extend the landings with gravel to accommodate the third car.

Chairman Dwyer having served for three meetings, Mr. L. A. Polk was elected chairman to serve the next three meetings.

There being no further business, meeting adjourned 8:45 p. m.

C. H. Belt,  
 Secretary.



This Should Be A Good Reason for An "Oversleep"

**SOUTHERN DIVISION MEETING**

The regular monthly meeting of the Southern Division Trainmen was held on November 18th, in the Auditorium, Pacific Electric Club, Chairman A. D. Tolle calling the meeting to order at 8:00 p. m.

In addition to approximately forty trainmen, there were present Vice-President Titcomb, General Freight Agent Day, General Agent Thomas, Superintendent Davis, Assistant Superintendent Wilson, Trainmaster Rich and other division officers.

The minutes of the previous meeting were read and approved.

Mr. Clendenning called attention to the passing track at Butte Street transfer being frequently blocked with cars, resulting in much delay in switching.

Disposition: Mr. Davis and Mr. Clendenning will look the situation over with view of remedying the trouble.

Attention is called to practice of some trainmen failing to fix their trolley ropes when leaving terminal, resulting in delay due to trolleys leaving wire, etc.

Disposition: Instructions will be renewed calling attention to the matter.

Complaint is made that inbound express cars are frequently delayed between Watts and Los Angeles by reason of towermen letting Watts local cars out ahead of them, resulting in serious delay to parishables.

Disposition: Mr. Davis will take the matter up.

Recommended that the safety stop inbound, at Main Street, Watts, be done away with as station stop is but short distance beyond.

Disposition: Safety stop at Main Street is required by municipal ordinance and must be observed. Passengers should be asked to stay on cars until station stop is made.

Complaint is made that fruit dealer occupying premises at 6th and



Main Street, Los Angeles, has sidewalk blocked for a space extending six feet from building, interfering greatly with passengers to and from trains and other persons having business to transact in Pacific Electric Building.

Disposition: Matter will be taken up with Mr. Seeley to handle with tenant.

Mr. Titcomb stated this question was a good one to bring up and the condition should be remedied.

He wanted the men to feel that these meetings were theirs and while the officers were there for guidance, they could be asked to withdraw at any time. The meetings should be better attended for the benefit of all concerned.

A jitney bus at San Pedro, competing with the La Rambla line, makes a practice of running on car schedule and stops in front of car, interfering with our passengers boarding and alighting.

Disposition: As there is no ordinance in San Pedro controlling jitney bus operation, nothing can be done in the matter.

Recommended that curtain be provided back of motorman in open end of 800 class cars to prevent lights from interior of car reflecting on motorman's window.

Disposition: Solution of this trouble is now being investigated by Mechanical Department and results will be known shortly.

Suggestion offered that instead of card passes being used, books of coupons be substituted. Many holders merely call the pass number and conductor does not always know if party holds proper transportation or not.

Discussion revealed instances of abuse of passes by holders and their resenting being questioned by conductor when asked to show pass.

Disposition: Question not disposed of.

The Chairman called attention to improper handling of 1000 class and Long Beach local cars, apparently due to lack of sufficient instruction on the part of new men. Suggested that two or three old and qualified motormen be assigned to ride the cars and check up careless operation and report findings to Superintendent.

Disposition: This is being done.

The Chairman also directed attention to poor brakes on many cars, in many cases almost inoperative. He has asked mechanical men at San Pedro to fix but although considerable layover time would permit, nothing has been done.

Disposition: Will be referred to the Mechanical Superintendent for attention.

Suggested that the division passes for trainmen at Long Beach and San Pedro be sent to Mr. Williams and Mr. Rich for distribution in order to save time of men going to Los Angeles for them.

Disposition: Mr. Williams and Mr. Rich will submit to Superintendent list of men affected, so that passes may be made out and sent to them for distribution.



Mr. Blake recommended that the crossover at Amoco tower be reversed as to direction, in order to facilitate movement of Air Line freight trains.

Disposition: Crossover was changed several years ago in order to save delays to Watts line trains in cases of congestion on local tracks, and avoid necessity of back tracking. Taken under advisement.

Recommended that the platform on track No. 3 be moved so as to provide another team track, which is badly needed.

Disposition: Mr. Davis will look into it and see what can be done.

There being no further business before the meeting, adjourned at 9:00 p. m.

G. H. GRACE,  
Secretary.

— PE —

#### WESTERN DIVISION MEETING

The regular monthly trainmen's meeting for the Western Division was held in the Committee Room, Pacific Electric Club, at 7:45 p. m. on November 18, with Mr. W. L. Jenks as Chairman.

Upon motion, the reading of the minutes of the previous meeting was waived, and the question of unfinished business was immediately taken up.

Guide books for aid of conductors in locating streets, and points of interest along the different lines:

Mr. White stated that this matter had been referred to the Traffic Department and that they were still

looking into the matter; that a number of different books had been suggested; and that Mr. Smith would probably be heard from in this connection at the next meeting.

Supply of towels be kept at Hill Street for the use of trainmen:

Mr. White stated that immediately after the previous meeting the matter was taken up and a supply of towels furnished, and that everything was satisfactory.

By Mr. W. L. Jenks: Arrangements be made for the Hollywood-Vineyard cars turning back at Vineyard be run down the Venice Short Line main line to shoo-fly track, crossing over to Sawtelle Line, waiting for time when necessary on the shoo-fly track.

Mr. White stated that this point had been brought up before about two years ago and had been ruled down on account of safety features. Mr. White also stated that considerable work was going to be necessary at Vineyard in a very short while on account of new viaduct to be built, and that he will take the matter up again with the Engineering Department.

By Mr. W. L. Jenks: Crossover at Gardner Street be moved to Crescent Junction on account of switches being too close together at the present time.

Mr. White stated that he would look into the matter and make a report at the next meeting.

By Mr. Spangle: On account of derailments at Sanborn Junction, suggested that the Mechanical Depart-



ment be asked to have a chain placed in the tool box, to be used to help rerail cars.

Mr. White stated that he had already taken this matter up with the Mechanical Department, and that he was also asking them to arrange for rerailing frogs to be placed at Edendale, Gardner Junction, Vineyard and Sanborn Junction, and that he would probably be able to report further at the next meeting.

By Mr. Shinabarger: That some kind of a shelter be arranged at Sixth and Main Streets so that the Western Division trainmen would have some place to stay during the layover time, etc.

Mr. White stated that he already had the question up with Mr. Johnson, Chief Engineer, and that Mr. Johnson was making plans to be submitted for approval.

Vice President Titcomb gave a short talk to the boys, stating that he was glad to see such a large number present; that he wanted them to feel that these meetings were a place where they could unload their grievances; that it was their meeting entirely and not a meeting of Pacific Electric officials, and that he wanted the men to feel that they were free to discuss any subjects they had on their minds without fear of come-back.

He stated that the large number of new men were getting on to the ropes much quicker than he had expected and that he had told a committee in his office that morning when asked if he did not wish he had the old men back, that he had no desire to change the present force.

He stated that the management was looking into the question of bettering working and social conditions for the men; that he hoped to be able to do something along this line at San Pedro, Pasadena and other points after the first of the year.

There being no further business, the meeting adjourned at 9:05 p. m.

W. T. SNYDER,  
Secretary.

PE

### TRANSPORTATION MEETINGS AT OUTSIDE POINTS

For the convenience of trainmen Transportation Department meetings will be held in future at points outside of Los Angeles in the same manner as those held at the club each month, Mr. Geo. H. Grace, of the Efficiency Bureau, having been appointed to arrange for them. The places and dates for December meetings are as follows, and all trainmen who can do so are requested to be present:

Riverside, Dec. 8th, 7:30 p. m.  
Pomona, Dec. 10th, 10 a. m.  
Sherman, Dec. 11th, 10 a. m.  
Long Beach, Dec. 12th, 8 p. m.

PE

PE

### Convenient Companion

"You seem fond of the druggist's little boy."

"Yes, he kin git all the pills he wants for our air guns."—Louisville Courier-Journal.

## ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

Charles Gammon would be pleased to have any of his friends who can, visit him at the Crocker Street Hospital. His condition is somewhat improved, but it will still be a little time before he can assume his duties again.

PE

Raymond Lyon of the Valuation Bureau is confined to the Crocker Street Hospital with a broken foot, sustained a few weeks ago when a ladder in the vault in the Auditor's office turned and caused him to fall, inflicting a very painful injury. It will be a matter of months before Mr. Lyon will be able to stand on his foot again and he would appreciate any visits from his many friends throughout the building.

PE

It will be of interest to the many friends of John Munson, one of our former Roadmasters, to learn of his appointment to the position of Roadmaster of The Arizona-New Mexico Railroad. We have had frequent visits from him during the time he has been with the Salt Lake, and hope he will still be able to continue them.

J. E. Flathers, who has been associated with the Maintenance of Way and Engineering Department for a great many years and whose efficient and loyal service has always brought credit to his department, has left our family temporarily. His absence will be keenly felt, and we cannot but hope that he will return to us soon, for a great many have learned to depend on his memory of past events and his keen judgment for a solution to their problems.

PE

Lex A. Crooks is acting in the capacity of Roadmasters Clerk during the absence of J. E. Flathers. He needs no introduction to the members of the Engineering Department, having acted in many capacities during his eight years of service, and at one time or another has come in contact with the most of its members. He is known to us as a man "with a punch," and no doubt he will handle his new duties as successfully as those entrusted to him in the past.

## ELECTRICAL DEPARTMENT NOTES

L. H. APPEL, ASSOCIATE EDITOR

### NOTICE TO ALL ELECTRICAL DEPARTMENT EMPLOYEES

All employees of the Electrical Department are invited to contribute notes and articles of general interest for publication in the magazine. Send all material to L. H. Appel, care of Electrical Department.

### SOME OF THE CAUSES OF TROLLEY BREAKS

A. Herskind, S. Div. Line Foreman

This is the first of a series of articles on overhead that will be furnished by Mr. Herskind.

A few days ago, following a trolley break, one of the trainmen of this Division said to me: "Gee! but this old trolley wire is getting poor; how long has it been in the air, anyway?" As a matter of fact this particular break was caused by being burned down through carelessness and was not in any way the fault of the wire itself. However, I have very often heard the same sort of remark made, and where made and overheard by outside people it naturally creates a bad impression of affairs as conducted by the company, especially where people do not understand that the very best in the way of material is being used, and that no unsafe condition is allowed knowingly to exist, because as soon as found the men responsible are severely called to task and there can

be no plausible excuse given when it is evident that the man responsible is to blame. Besides, it hurts professional pride to have any one make remarks of this kind when it is untrue, unless made in the presence of those who understand the true condition. It is the intention to explain how closely the condition of wire is watched, and to show that in reality there are very few breaks due to a condition of the wire having been overlooked or neglected, but instead are due principally to unforeseen and unavoidable causes as well as carelessness and sometimes, ignorance.

Trolley wires are inspected thoroughly from the top of the line car periodically and all weakened spots eliminated as far as possible. Weak or worn wire is renewed or patched, as the case may require, depending upon the condition of the wire. From an economical standpoint, it is essential that the entire useful life of the wire be obtained, and at the time of inspection the future life of the wire is approximated, and noted, but no unsafe condition of the wire is allowed to exist. It is to the interest of the men who are responsible and do the work to take all precautions to keep the wire from falling down, as it is only about half the work to make repairs when the wire is in the air, and when once it gets on the ground the work is more than double. More material is necessary and longer and harder hours neces-



sarily have to be kept by those on whom the work of repairing falls, this aside from the serious delays to traffic which are liable to occur.

Many breaks are due to crystallization of the wire, which generally occurs at the end of a clip or splice, and very often beneath clip or splice, and when so hidden away the defect is not readily found, although in overhauling the trolley wire many such places are found and repairs made before breaking. To show how closely such cases are watched and caught before breaking, an account of an accumulation of such pieces that had been cut out for repairs, covering a period of about 11 months, showed 39; this is not bad considering that outside of this, other causes amounting to considerably more than double had been removed; this in the way of weakened splices and weak places in the trolley wire.

All accelerating points are given special attention because here the wire wears out sooner than where the trains are under full speed. In some places the wire is worn out and has to be renewed in less than a year's time as for instance on the inbound main line at Compton and at Watts. Here the 3/0 copper wire lasts about a year. High speed in heavy trains is naturally hard on the trolley wire and it is essential that the wire be free from kinks and have perfectly smooth under-run. The least dip will cause the trolley pole to hit such a place with a sledge hammer blow, which will result in a break in a short time. This holds equally good where there is a dip in the track, especially when such a dip is located so that the trolley wheel hits the rigid place on the wire, such as at a clip or splice simultaneously.

— PE —

#### EXTENSIVE REPAIRS

A small Western railroad, the Boggs River and Northern, was putting into effect rigid wartime economy. Locomotives were patched and repaired with old parts and pieces until O'Leary, the shop foreman, threatened to break down under the strain.

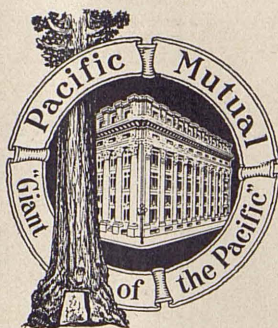
To cap the climax, one day a worn out looking locomotive was placed in the shops. O'Leary was asked to give it a thorough examination with a view to ascertaining just what would be required to put it in first-class running shape. That same afternoon O'Leary, having completed his review of the locomotive, dispatched the following laconic note to headquarters:

No. 38—In today. To put in complete repair: Jack up her whistle and build a new engine underneath.

— PE —

Employer: "Well, Brown, you've been with us 50 years now; I'm afraid you'll have to take a pension and make way for a younger man."

Brown: "Well, if I'd known this wasn't going to be a steady job, I'd never have taken it in the first place."



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Los Angeles, California

#### Change in Substation Names

Effective December 1, 1919, the present names of several of the Pacific Electric Railway Substations will be changed as follows:

Ivy Junction Substation will be changed to Culver Junction.

Belvidere will be changed to El Nido.

Bolsa will be changed to Los Patos.

Bush will be changed to Burlington.

— PE —

During the month of November eighty-six visitors were registered at the Club and enjoyed its privileges.

The following officers are 100 per cent for the Pacific Electric Club:

General Freight Department.  
Treasury Department.  
Claim Department.  
General Superintendent's Office.  
Efficiency Bureau.  
Transportation Department Time-keepers' Office.  
Uniform Department.  
Car Service Agent's Department.  
Superintendent of Employment's Department.

Purchasing Department.

Legal Department.

Western Div. Superintendent's office

— PE —

The electrically propelled battleship, the "New Mexico," practically the only 100 per cent electrical ship afloat, has an installed turbo generator capacity of 36,000 horsepower, or approximately 27,000 kilowatts, capable of generating 27,000 kilowatt hours per hour. Excepting for the peak period, the electrical energy requirements for propelling the battleship is greater than that required for the operation of the Pacific Electric Railway system.

— PE —

Each of the 9 boilers of the battleship "New Mexico" can deliver over 4000 horsepower continuously and contains three miles of 2-inch seamless pipes.

— PE —

#### Safety First Note

A Kansas man who thought he smelled gasoline crawled under his car and struck a match. He was right.

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#### THEN THERE WAS ANOTHER

Once a gentleman who had married his cook was giving a dinner party, and between the courses the good lady sat with her hands spread on the tablecloth.

Suddenly the buzz of conversation ceased, and in the silence that followed a young man on the right of his hostess said, pleasantly:

"Awful pause!"

"Yes, they may be," said the old-time cook, with heightened color; "and yours would be like them if you had done half my work."

— PE —

#### LEAVING IT TO HIM

— PE —

"I'm afraid your husband is beyond help," said the doctor to the wife. "I can give no hope."

"Here, you," came a voice from the bed, "I haven't snuffed out yet."

"Keep quiet, dearie," answered the wife. "Leave it to the doctor; he knows best."



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It is at this time of the year that our homes seem more endearing. If you have not found this so of your home in seasons past, make sure of your share of increased home enjoyment this year—bring into the home some new piece of furniture, new table linens, a better kitchen range, new dishes, or the like.

The enjoyment you get out of your home is proportionate to the furnishings you put into it.

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