



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 4

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No. 11

## HALF MILLION DOLLARS INVESTED FOR "SAFETY"

**F**EATURED in this number of the Magazine is our Signal Department, a branch of our organization in which the installation, maintenance and operation of all signals is handled.

Primarily installed for reasons of safety to the patrons of our various lines, and secondarily, to facilitate speeding up train movements and in avoidance of train and other interference. Many of our employees, riding back and forth daily to and from their various duties, little realize the immensity of our signalling system, nor the meaning or use of its various appliances, and to them the article will be of great interest and if read by them will serve as the basis of explanation to the passengers as to their various features.

From the date of the installation of the first tower on the Pacific Electric to the present time, gigantic strides have been made in the perfection of signals on railways and a review of our article in this number, comparing it with the accomplishments of steam or other railways, will indicate conclusively that at all times in the past decade the Pacific Electric Railway has kept abreast of progress in the matter of signal appliances, and in many cases, in advance of most of the roads.

Few of our patrons and employees realize that in the matter of investment the valuation of the Signal System of the Pacific Electric Railway amounts to in excess of \$500,000 and is composed of 25 distinct units welded into a whole; in other words, our signal system represents an investment in behalf of "safety" of more than a half million dollars.

No railway in the United States today possesses a corp of men enlisted in signal work who are closer students of this branch of engineering than are our own men. Neither can the claim be made that a more intensive application to the subject is being made by any staff and the results are apparent in the few signal failures recorded in this Company's records, and especially few in which signals have been in any way involved in accidents. This encomium is given not with any thought that we have as yet reached the pinnacle of perfection, but as a compliment for work accomplished and with the hope that even greater endeavor may be stimulated throughout the signal corps by its receiving just commendation.



Signal Maintenance and Construction Force  
Signal Division, Engineering Department

## The Signal System of the Pacific Electric Railway

By S. R. FLORENCE

In 1906 the Management of the Pacific Electric Railway Company decided that the road had grown to such an extent that it had passed the Street Railway stage and was now a railroad, so therefore, signals were needed. They decided to construct an Interlocking Plant for the protection of trains at the intersection of the Southern Pacific's Pasadena Branch and this Company's Monrovia Line at Oneonta. This plant was constructed in the early part of 1907 and was placed in service on July 4th of that year. This plant is composed of 16 working levers for the control of signals and derails and of the mechanical type, power interlocking not being extensively used at that time.

The company looked further into the safety of its passengers and equipment and decided an interlocking plant was needed to protect the crossing of the Southern Pacific's San Pedro Line and the Pacific Electric's Long Beach Line and the junction of the San Pedro Line at Dominguez Junction. This plant consisted of 32 lever mechanical machine with 28 working levers for the operation of switches, derails and signals, with all Home Signals pipe connected with power Distant Signals and wire control Dwarf Signals.

"Facing point" derails are operated and locked by switch and lock movements while "facing point" switches were locked with what is known as the "facing point" lock. The construction of this plant was started in the early part of July of 1907 and was placed in service October 10th of that year. There are 250 regular scheduled trains operating through this

interlocking plant each day on the Pacific Electric's Long Beach Line and San Pedro Line and 15 trains on the Southern Pacific Line, making a total number of 265 trains (scheduled trains) each 24 hours. This does not include, however, a great number of freight trains, extras, work trains and line cars, that operate through this point daily; thus making this a very busy point.

Slauson interlocking plant was then constructed. This plant is "all electric" of the type manufactured by the General Railway Signal Company, consisting of a 52 lever machine with 43 working levers. This was the first all electric or power machine built on the Pacific Electric Railway and proved to be very satisfactory. Plant was built in the year of 1908 and placed in service in March of that year.

Amoco Interlocking Plant was then constructed and originally consisted of a 40 lever machine with 32 working levers, with 8 spare spaces, but since that time the Air Line connection has been placed within the interlocking limits, which makes this a 40 lever machine with 39 working levers. This is one of the busiest towers on the system. All trains on the Southern Division leaving Los Angeles, pass through this plant. Also it is the junction of the Santa Monica Air Line and the Butte Street Spur, over which all freight is transferred to the Santa Fe and Salt Lake Railroads. There are about 900 scheduled trains passing through this plant each 24 hours with about 20 per cent of this amount for freight, extras, work trains and etc.

At the completion of this plant in May, 1909, signal construction work slowed up and the Signal Department reduced to five (5) men, until July 1911, when work was started on the construction of the all electric interlocking plant at Oneonta Park. This plant was installed to protect the junction of the Pasadena Short Line and Monrovia Lines and consisted of a 48 lever machine with 41 working levers, of the General Railway Signal type. This is a more up to date machine than either Slauson or Amoco, its improvements over these machines being that it is a "Multiple Unit" type. That is to say that each lever and its appurtenances were of a unit and could be removed from the frame for repairs without interfering with any other lever. Further, each lever controlling switch signal or derail is protected by an individual polarized relay for the protection against crosses or grounds. There are 600 trains operating over this plant each 24 hours.

1913, the Interlocking Plant at El Monte was constructed. This plant consisted of an all electric General Railway Signal Company's Machine composed of a 24 lever frame and 17 working levers, with approach and detector locking and Semi-Automatic Signals on the Southern Pacific Co.'s Lines. This plant protects the Pacific Electric's Covina Line and the Southern Pacific's Main Line to New Orleans, also controls the switch leading to the passing track on the Southern Pacific's Line.

In July 1913, the management issued orders to Block Signal the Venice, and the Pasadena Short Line



Interior view of Dominquez Interlocking Tower, showing the Union Switch & Signal Co.'s Saxby & Farmer Mechanical Type Interlocking Machine.

from Anderson and Aliso Streets to Indian Village. Before starting the installation, the company made extensive tests of different types of signals used, and finally decided upon what is known as the three (3) position color electric light signals, of the Union Switch and Signal Co.'s design. This is a very efficient type of signal, using the standard colors; red for "Stop;" yellow, "Proceed under caution;" green, "Proceed at normal speed." This system is what is known as the alternating current track circuit type, using a double rail track circuit. That is to say, the return propulsion current, (D. C.) and signal's current (A. C.) are on same rails. The separation of the two kinds of electric current, so that each may perform its individual work is accomplished by the use of what is known as an Impedance Bond. This bond forms a free path for the return of the direct current to its Power House; and sets up an impedance or a choke against the alternating current, causing a portion of the alternating current to pass through the track windings of the signal's relay, thereby energizing same and picking up the armature which carries the signal's contact points, which in turn, closes the circuit to the signal lamps.

The relays used in this system are what is known as the Model 12 Polophase or double element relays. That is to say that each relay has (2) windings. One winding is for the track circuit and the other winding for what is termed a local circuit. The relay requiring 21-100 of a volt at its track terminals and from 8 to 10 volts on its local terminals. The advantage of using the Polophase type relay is that it is possible to control the relay, either from the track or from the line. That is to say, in case a switch is to be protected, within the block, it is only necessary to cut the Signal's local circuit through a switch controller connected to the switch point, and when switch is reversed,

or point is open 3-16 of an inch, the relay's local current is cut off, causing the relay to become de-energized and the armature to fall.

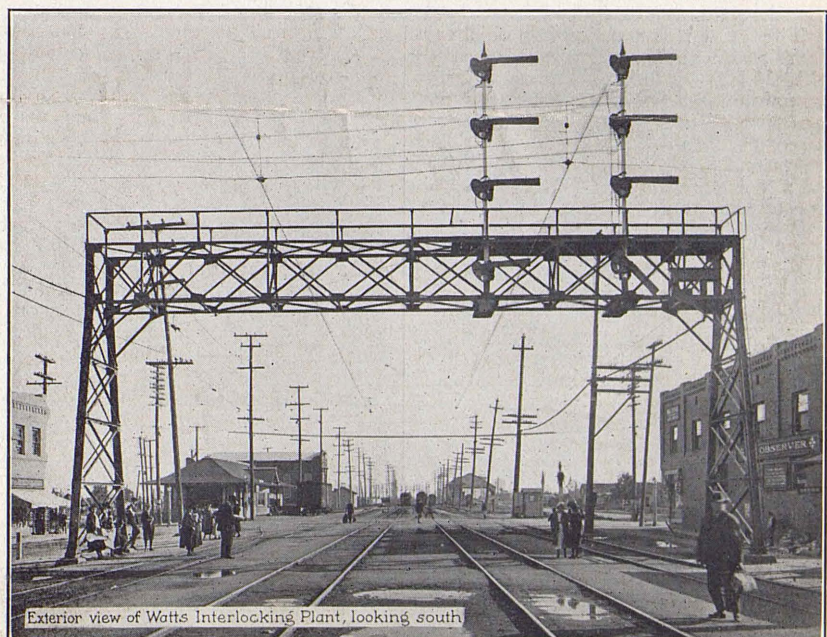
The action of the track circuit is that when a pair of wheels passes over the insulated rail joint and onto the signal section, the alternating track current is shunted out, in other words, the current from the track transformer passes over the wheels and axles to its negative rail, back to its transformer, thereby cutting off all current to the track winding of the relay, which in turn, causes the relay armature to fall, opening the upper contact which controls the green and yellow lights, closing the back contact which control the red light.

I have been asked the question a

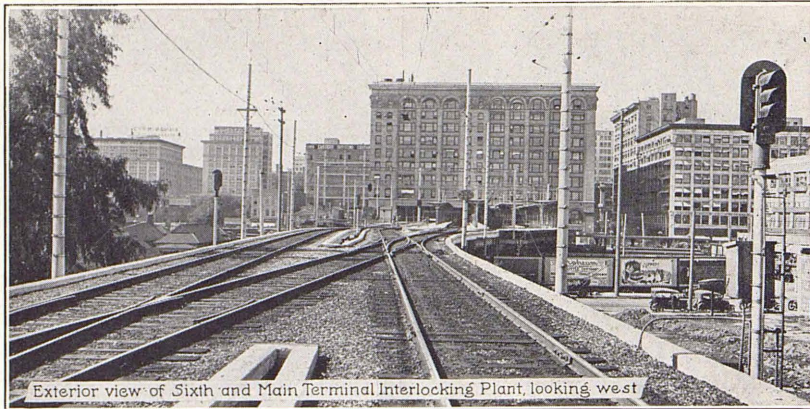
great many times, "what causes the signal to show red when a train is in the block, yellow when block is clear and block ahead is occupied, green when two blocks are clear." The explanation is as follows: The circuit to the red light is made through the back contacts of the signal's relay and when the train is in the block, its relay being de-energized, its armature down, the back contacts are made, thereby closing a 110 volt circuit to the red light.

The yellow light is obtained in a somewhat similar manner, the only difference being that the relay at the signal, showing yellow, must be energized and the upper contact closed, the yellow light taking its energy from the signal ahead. That is to say, when the "signal ahead's" relay is de-energized, a parallel tap is made through the back contact of this relay, through the upper contacts of the relay at the signal which is to show yellow.

The green light takes its energy from the signal ahead and through the upper contacts of relay of the signal ahead and through the upper contacts of relay at signal to show green. Thus the two (2) blocks ahead must be clear before current can reach the green light. In connection with this system, we have what is known as the switch indicator. (See picture. Indicator consists of a small "Z" type armature with its coils wound for 110 volts AC which operates a small semaphore arm and is located within 4 feet of the switch stand and is 10 feet 6" from center line of track. This indicator indicates the condition of track for two (2) full blocks in the direction of current of traffic. That is, the switch indicator is located at a crossover or turn out from the Main Line and should the arm show clear, it will indicate there are no trains approaching on the main line within two (2) full blocks of this point. In



Exterior view of Watts Interlocking Plant, looking south



Exterior view of Sixth and Main Terminal Interlocking Plant, looking west

cases where switch indicators are located at crossovers, the indicator will indicate the condition of main line track opposite to the one on which it is placed. Should train wish to take the crossover, the member of the crew who is to handle the switch will note the position of indicator. If indicator shows clear, it will denote to him that there are no trains approaching on the track that he wishes to occupy, within two (2) blocks of that location, and he may proceed to crossover. If indicator arm shows stop, it indicates that the track is occupied and a train is approaching within two (2) blocks. The control of the switch indicator is as follows: Energy is taken through the upper contacts of the relay at least two (2) blocks in advance of the crossover or turnout protected and through upper contacts of relay of block in which crossover or turnout is located. When either of these relays are de-energized, the indicator's control current is cut off and semaphore arm assumes the stop position by gravity.

The term continuous or closed track circuit means a continuous circuit from transformer to rail, to relay, through relay, over other rail to transformer. The normal position of all relays is energized.

The power for operating this system is alternating current taken from the 15,000 volt transmission lines transformed to 2,200 volts for signal transmission line and stepped down at each signal location from 2,200 volts to 110 volts, to 10 volts, to 3-10 of a volt, then up to 3-7-10 of a volt for track circuits.

A voltage equalizer is placed on 2,200-volt line to make signal voltages equal, it being important that very little fluctuation occur on signal's low voltage lines.

We have a system of block signal protecting single track on the Long Beach-Wilmington Line, between Gaspur and East Wilmington. This is one of the latest types of Block Signal Systems for protection of single track. It is the system known as Traffic Direction Block. That is to say, that it is possible for trains to follow in the same direction through this system, one (1) block apart. Absolute protection is provided against opposing trains. This system is provided with intermediate signals halfway between the ends of double track and it is controlled by what is known

as the center fed track circuit. One transformer feeding a relay at each end of the single track section. In connection with this system, we have a preliminary section which controls the signal, protecting the inferior direction of traffic, or when a train bound for Long Beach, (inbound), passes the distant signal, located near Wilmington Sub-station, it automatically puts the signal at Gaspur to stop. This gives the inbound train advan-

tage over trains approaching the Gaspur Signal by right of direction, and so prevents the outbound train from entering the block while the inbound train is within the preliminary section.

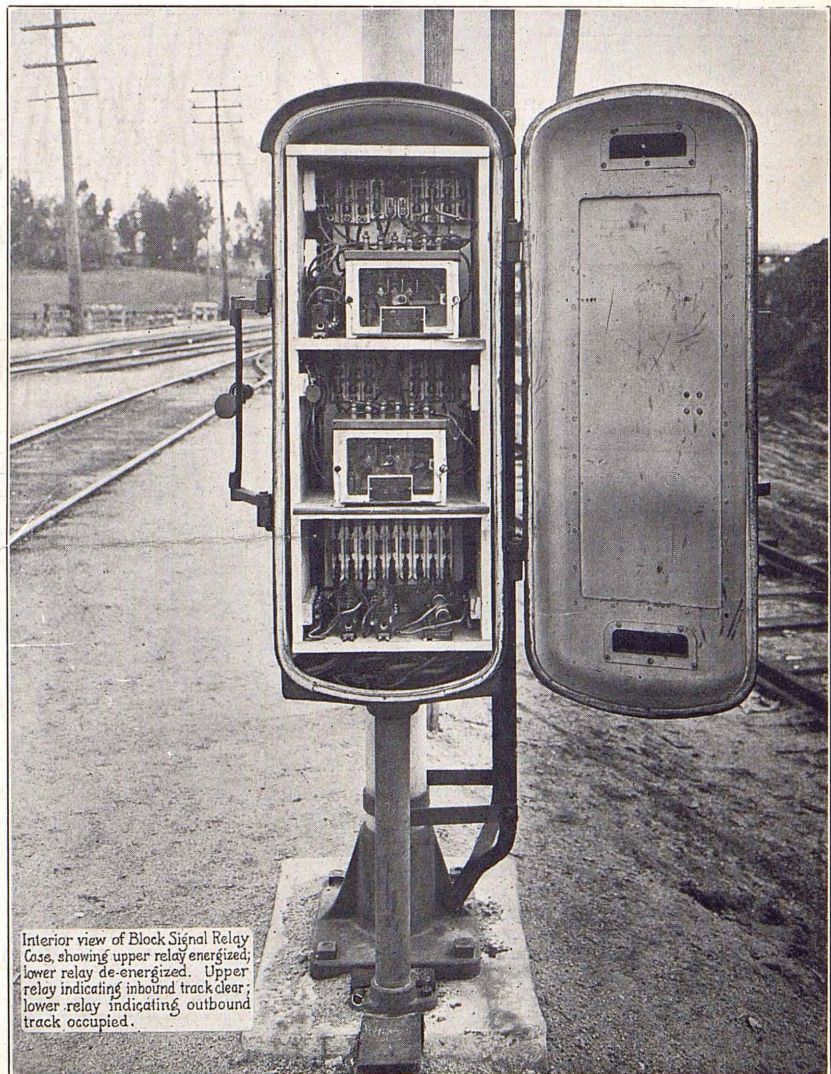
We have several other installations of block signal protecting pieces of single track over bridges, located as follows:

Santa Ana Line, Palo Verde Bridge; Santa Ana Line, Santa Ana River Bridge; Lexington Wash Bridge, Covina Line.

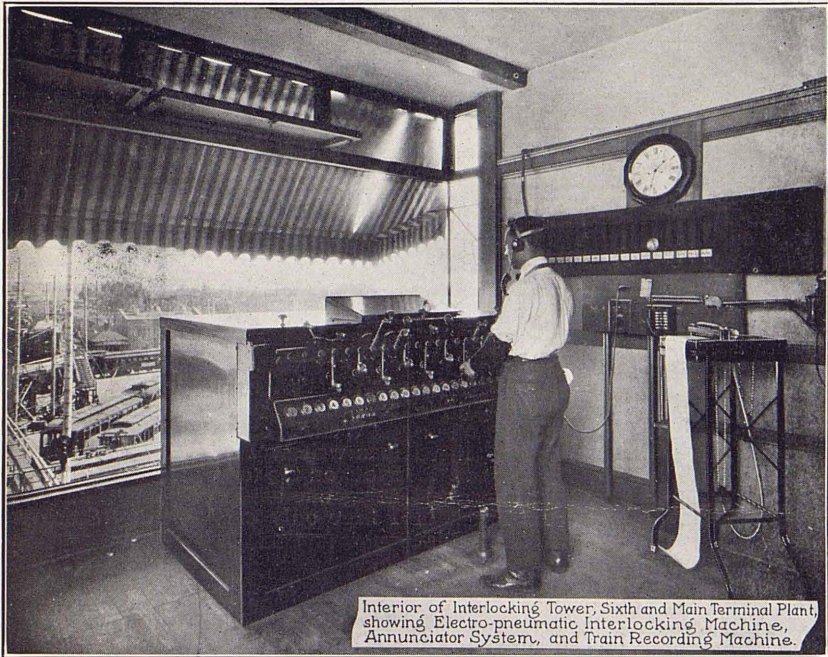
These three (3) last mentioned systems are what is known as the positive block, they also being preliminary controlled. Preliminary section of these signals are located between the Home and Distant signals on the inbound track giving the inbound trains right by direction.

Further, we have six (6) pieces of single track protected by staff machines which are wired to form a positive block. The sections protected are as follows:

Baranca Street, Covina to Lone Hill; Lonehill to Southern Pacific Station, San Dimas; San Dimas to La Verne and Genesha Junction; La Verne to North Pomona; Huntington



Interior view of Block Signal Relay Case, showing upper relay energized, lower relay de-energized. Upper relay indicating inbound track clear, lower relay indicating outbound track occupied.



Interior of Interlocking Tower, Sixth and Main Terminal Plant, showing Electro-pneumatic Interlocking Machine, Annunciator System, and Train Recording Machine.

West, it having 88 lever frame with 64 working levers and is equipped with full approach and detector locking, using double rail track circuits throughout. The Watts Interlocking machine is one of the most modern in the country today, and controls a very busy junction. All Southern Division trains, with the exception of the Whittier Line, pass through Watts and the tower controls the junction of the Watts-Redondo Line, the Long Beach Line and Santa Ana Line. Also, the junction at the end of four tracks. There are about 650 regular trains passing through this Interlocking Plant daily and it is the terminus of the Watts Local Line, and when turning, all Watts cars must cross directly across the plant which makes an average of approximately 3,000 lever functions every 24 hours. This machine has the record over all machines of its type, as to work performed without interruption. From the day the machine was installed, it completed 1,000,000 lever functions without an interruption. This record, we believe, has never been equalled on any all electric machine.

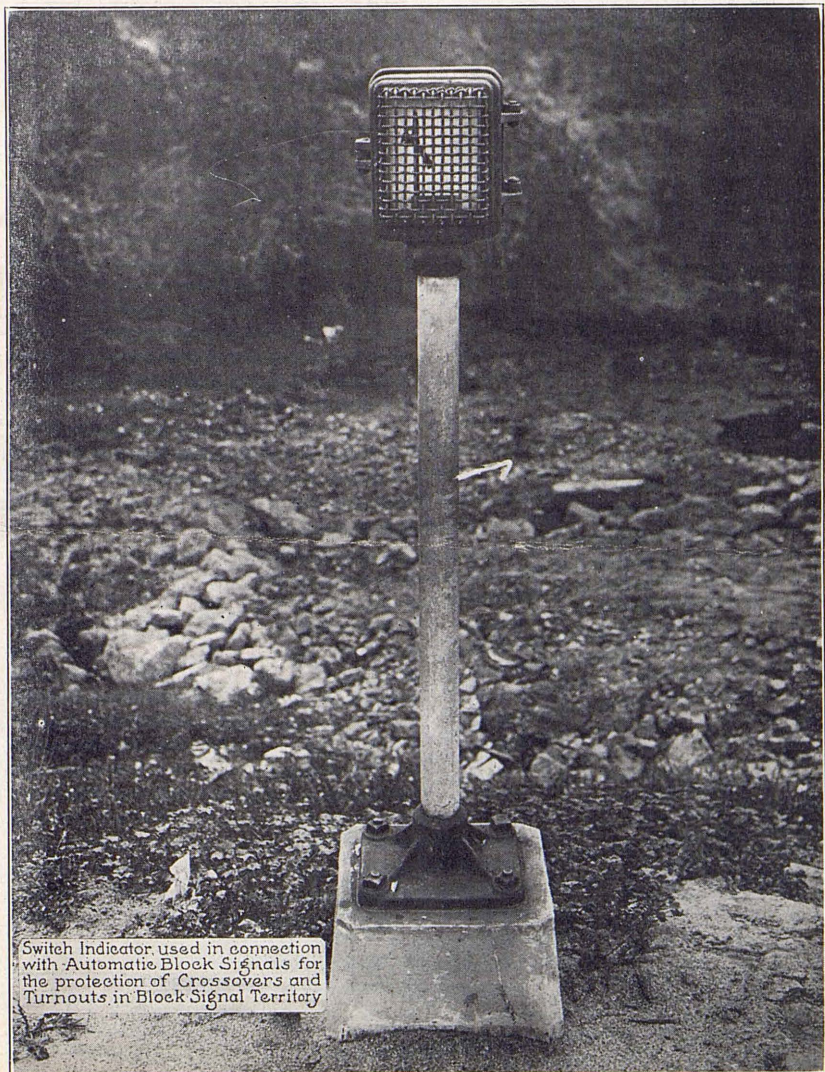
The Interlocking Plant controlling the terminal at 6th and Main is really

Beach to La Bolsa joint with Southern Pacific. This system has proved very satisfactory and positively safe. The operation of the staff machine is as follows:

A train wishing to enter a single track, say between Baranca Street and Lonehill; the Conductor goes to Staff Machine, checks same by pushing a button at the same time turning a little "T" shaped button to the right. If section is clear, a red disc, located in the dial of the machine will disappear and the disc shows white. Trainmen then can operate his machine and secure a staff. When staff is removed from either machine, both machines become unsynchronized. While the staff is still out, it is impossible for other staffs to be withdrawn from either machine. The conductor handing the staff to the motorman is his authority to proceed. When train arrives at the other end of the section and staff is replaced, both machines then become synchronized and operative. We have had times when trainmen have failed to restore the staff at the end of the section which puts the staff out of commission until such a time as the staff has been found and replaced, or machines unsealed and synchronized by hand.

Occurrences of this kind cause serious delay to traffic, as it is necessary when a man can not secure a staff that he flag the piece of single track, protected, and in some instances as these stretches are 3 miles long, flagging through same consumes considerable time. Operation of this kind cause the Operating Officials to become "peevd" and brings a grouch on the Signal Maintainer, whose duty it is to see the staffs again become operative at the earliest possible moment.

Getting back to interlocking, should like to say a few things regarding the interlocking plant at Watts. This machine is the largest all electric plant on any all electric road in the



Switch Indicator used in connection with Automatic Block Signals for the protection of Crossovers and Turnouts in Block Signal Territory

the latest thing in signaling, it being what is known as an Electric Pneumatic Plant with electric light 3 position color signals, manufactured by the Union Switch & Signal Co. This plant is one of the busiest in the country for its size, and it is the fastest in the world. There are 1,083 scheduled trains through this plant daily, requiring approximately 8 lever movements per train, making 8,664 lever movements each 20 hours. This machine has been in operation since February 14, 1917, and up to the present time, has had but four (4) interruptions, and these in no way seriously delaying traffic.

The greatest delay being thirty (30) minutes to two (2) trains.

In connection with this plant, we have an Annunciating system which indicates to the Towermen when trains are ready to leave, also when trains are about to enter the plant from either San Pedro Street end or from inside of the building. This system consists of telephone relay equipment and small switch board lights. When button is pushed, a miniature electric light signal is illuminated in the Tower room which designates the number of the first signal that trains must use before leaving plant, making it only necessary for the Towerman to line his plant so specified signal can be given. When a train is about to leave the plant from the train shed, Conductor pushes button located on the loading platform closest to the rear steps of his car. When button is pushed, indication is transmitted to Towerman and lineup is made and signal given. Upon entering the Terminal from San Pedro Street, the flagman located there, checks the line of the train entering; pushes a button which is designated for each line, same registering in the Tower, permitting the Towerman to line up for trains as they start up the incline. Further, in connection with this Annunciating system, we have a small machine which registers the trains and their position as they are approaching the first signal of the interlocking plant. This makes it possible for the Towerman to know just what trains he has approaching and where to place them, enabling him to have all cars entering this plant, signed Los Angeles, regardless of the line over which they operate. Towerman knowing by the record made by this indicating machine the line of each car or train between the first signal inbound, and the San Pedro entrance.

When line-up is made for train at the signal, same is checked off the record sheet, next one not checked shows train waiting for clearance.

In the early part of 1910, the company decided to install some sort of highway crossing protection as the automobile and other vehicular traffic was becoming very heavy and a great number of accidents were occurring. The company decided upon an apparatus which is known as the automatic flagman, originally designed and built by a Mr. A. C. Hunt. Mr. Hunt was taken into the services of the company, and through the aid of members of the Signal Department

and others, was able to perfect his device. The device originally consisted of a motor driving a set of gears which waved a banner and sounded a gong. But since that time, improvements have been very great on this type of apparatus. We are now using what is known as the magnetic type of automatic flagman, it having no motors or gears, but is controlled by two (2) sets of magnets which when energized, pulls an armature from one side to the other, causing disc to swing and gong to sound. We have now approximately 250 of these in service on the lines of the Pacific Electric which are giving excellent results. They have greatly reduced the number of accidents and the company has never yet paid a claim to any person injured on a crossing protected by one of these appliances.

The control of the above apparatus is as follows: A contactor brush is placed on the trolley wire at a distance of approximately 1,500 feet from the crossing protected. When the trolley wheels engages this brush, it closes the circuit between the trolley wire and the bristles of the brush, transmitting current over the signal line to the relay of the signal. Relay is actuated which closes the local circuit to the bell, setting same in motion. Another brush is placed upon the trolley wire which is beyond the crossing, and when trolley wheel engages, same relay is reversed, thereby causing the bell to come to rest. On all lines, however, we have what is known as intermediates and second intermediate contactors, which

operates the relay in case trains are traveling closely together; thereby preventing trains from crossing the crossing on a dead signal.

Following is a summary of all signal apparatus on the Pacific Electric Railways' lines: 17 Interlocking Plants; 115 Automatic Block Signals; 250 Automatic Flagmen or Crossing Signals; 20 sets of Signal Light Circuits; 6 Sets of Staff Machines.

#### Slightly Ambiguous

"I don't know whether to accept this testimonial or not," mused the hair restorer man.

"What's the matter with it?" demanded the advertising manager.

"Well," explained the boss, "the man writes: 'I used to have three bald spots on the top of my head, but since using one bottle of your hair restorer I have only one.'"—Stray Stories.

"Pop!"

"What is it, Johnny?"

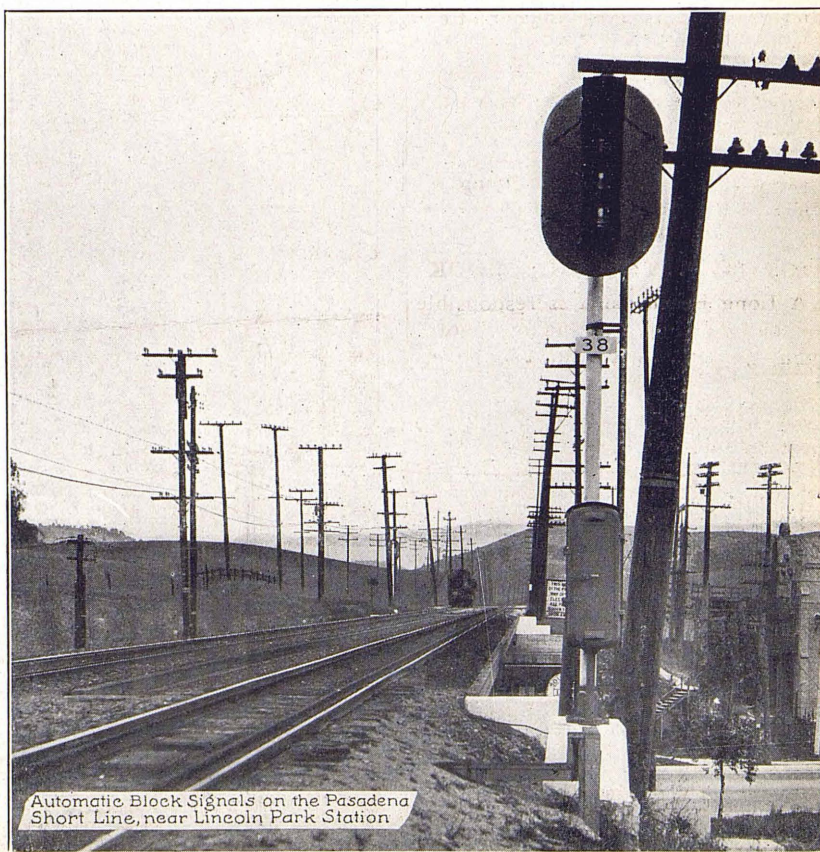
"Why is the head of a bedstead always higher than the foot?"

"For the same reason that the rear wheels of a wagon are always bigger than the front ones, Johnny."

"Thanks, Pop."

It takes 1960 pounds of rose petals to make one pound of the oil which is used as a base for rose perfumes.

Anything that is standing still is getting ready to move backward.



Automatic Block Signals on the Pasadena Short Line, near Lincoln Park Station



Interior view of Watts Interlocking Tower, showing All-Electric Interlocking Machine, Track Circuit Indicators and Clock-work Time Releases

### COMMENDATION

Following is a commendation of Conductor W. A. Haden (No. 30) of The Northern Division, received a few days ago, from a patron of this company:

"In going over from Covina Junction to Pasadena on the Pacific Electric Ry., Saturday afternoon, the 20th inst., about 6:00 p. m., the Conductor in charge, No. 30, Car No. 746, was so especially polite, courteous and attentive to all the passengers as well as myself, that I deemed it a matter of interest to bring same to your attention."

"I have ever regarded such conduct on the part of any employee as worthy of note and feel certain that the management of any concern are ever pleased to receive such gratifying reports of those in their service."

### NOT IN INSTRUCTION BOOK

A Long Beach paper is responsible for the following: We "ha' our doots" about the authenticity, but it's a novelty, so here goes:

"So general has the use of automobiles become in Southern California that motormen and conductors on electric railway lines operating out of Long Beach frequently lapse into the parlance of motordom in discussing the operation of street cars. An example of this was given passengers on a Los Angeles bound P. E. train last evening. Something was wrong with the car mechanism with the result that passengers on the second car of the train were considerably shaken up by abrupt stops along the route.

"They relined the brakes on this bus last night," said the conductor by way of explanation, 'and she bucks like a flivver strangled by the emergency.

"There's a new at the wheel and he

goes into high too quickly,' continued the conductor, as the street car lunched forward.

"The abrupt starts and stops continued at intervals for several miles, until the conductor felt constrained to remonstrate with the motorman. Racing to the forward part of the train, the conductor leaned over and shouted semi-confidentially to the motorman:

"Better ease up, Jerry, you're shifting gears too quickly."



Exterior View of Interlocking Plant at Dominguez Junction, Looking South

### WHAT'S AILING AMERICA THESE DAYS

(From the Fargo Forum)

Too many diamonds, not enough alarm clocks.

Too many silk shirts, not enough blue flannel ones.

Too many pointed-toed shoes, and not enough square-toed ones.

Too many serge suits and not enough overalls.

Too much decollete and not enough aprons.

Too many satin-upholstered limousines and not enough cows.

Too many customers and not enough producers.

Too much oil stock and not enough saving accounts.

Too much envy of the results of hard work and too little desire to emulate it.

Too many desiring short cuts to wealth and too few willing to pay the price.

Too much of the spirit of "get while the getting is good" and not enough old-fashioned Christianity.

Too much discontent that vents itself in mere complaining and too little real effort to remedy conditions.

Too much class consciousness and too little common democracy and love of humanity.



Standard type of Automatic Flagman used for the Protection of Highway Crossings, this location being a Crossing at El Sereno on the Pasadena Shortline Four-track System.

## THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often.

Exercise is good for liver complaint but why not allow our patrons to take it at a gymnasium? The better way to start a car is to let the controller rest on the first notch and then feed one notch at a time. Don't slap it around onto the fifth notch all at once and throw people against the seats or windows.

Ah, there, badge 652! We took a ride with you on car 1003, March 4th, and found a very satisfied bunch of patrons. Can you guess why? It was because you were polite and civil and attending to business. You answered questions clearly, neither with curtness nor with a yielding to idle conversation. You announced Stations and Streets and your passengers were not so anxious lest they be carried by that they could not find time to notice and commend your good work.

Here is something that we find helps to cut down the meat bill once or twice a week. It tastes good; try it. Take 1 cup dried lima beans, wash and soak them over night and cook until soft. Drain them, rub them through a course sieve and add

the following: 1½ cups bread crumbs, 1 cup milk, 1 egg, slightly beaten, salt, pepper and 1 tablespoonful bacon fat (or other fat or butter) and bake in a greased mold in a moderate oven. Can be served with white sauce or tomato sauce, and is enough for five.

Say Clarence, we were on car 437 with you on the West Sixteenth Street Line on March 12th, at 1:45 p. m. when you asked the person who wore a dress to please exit via the front end. And we heard the gentlemanly way in which you told her that others wished to get on at the rear and it was therefore easier for her to go forward. We heard her unladylike remark to you as she insisted on pushing out the rear way and we noted your silence and manly patience in the face of this aggravation. We noticed the Army overcoat that you were wearing and we are here to say that you are a credit to the uniform and we are glad to see our P. E. uniform in such company as it was when you acted in this reasonable and civil way.

A preacher once announced that he would speak on the subject of "Liars," and requested his hearers to read the seventeenth chapter of St. Mark before coming to the meeting. On the night he was to speak he asked all those present who had read the chapter to hold up their hands, and a couple of dozen hands

were raised. "Well," he said, "you're the persons I want to talk to; there isn't any seventeenth chapter of St. Mark." There are one or two in the P. E. family that are a little windy, at times; no names are necessary, but let's all of us try the policy of hesitating before we run into a fool speech.

The Main Street Station is an office building in which there are many tenants who pay rent and who have patrons whom they desire to meet with no annoyance or aggravation while going to or from their offices. It is just as bad business, besides being discourteous to our tenants, to pass up people unnecessarily who are waiting for an elevator as it is to pass up people who are waiting to board a train. Think it over, boys, and see who gets the most "thank-yous;" let's cut out some of the remarks we hear about our elevators.

What do you think of the Alibi Al who comes to you and says "I'm sorry I have to tell you to do this, but the big Boss says I have to, so I'll have to do it or I will get into trouble myself" Also, what do you think of the man with backbone and the courage of an honest conviction who comes to you and says "I'm sorry to have to correct you, but these rules are made for the best interests of all concerned and are based on experience. It is necessary, therefore, that they be enforced and I wish you would give us no more trouble of this kind?" All the difference is that one is treating you as if you were a fool and the other as if you were a man of ordinary horse sense.

We know a young lady by the name of Genevieve. She is in the habit of saying "Pacific Electric" several hundred times a day. Also, she has to say "hello" another several hundred times a day. Her voice is always cheery and we have not caught her saying "hullo," in a more or less dispirited way, when she should reply "Pacific Electric." Good people, the right word in the right place is a thing to be treasured; Genevieve, we salute you!

Where, Indeed?

"No, sah, Ah doan't neber ride on dem things," said an old colored lady looking in on the merry-go-round. "Why, de other day I seen dat Rastus Johnson git on an' ride as much as a dollah's worth an' git off at the very same place he got on at, an' I sez to him, 'Rastus,' I sez, 'yo' spent yo' money, but whar' yo' been?'"—Boston Transcript.

"Merciful heavens, man, your bill is outrageous. You are taking four-fifths of my damages."

"I furnished," said the lawyer coldly, "the skill and the facts for your case."

"Yes, but I," said the client ruefully, "furnished the case itself."

"Bosh," answered the lawyer, "Anybody can fall off a car."



## GENERAL FREIGHT DEPARTMENT NOTES

GEORGE P. SQUIRES, Associate Editor

### THE SALESMANSHIP OF FREIGHT TRANSPORTATION

The business of selling our freight transportation demands that the relations between the public and representatives of this Company be of the closest and friendliest kind.

The traveling and shipping public are our customers, who expect pleasant, thoughtful and prompt attention. It is to our common interest to see to it that they receive such consideration, because the good will of the public, which is the foundation of public opinion, is determined by the quality of service and attention we give.

With the resumption of competitive traffic conditions, renewal of increased solicitation activities to secure business for the Pacific Electric Railway and the Southern Pacific Railroad as a connection are in progress.

Our local representatives are numbered among the most important factors we have in securing business and the importance of continuous activity on the part of the station forces should be realized to the fullest possible extent.

#### Routing Orders

There are many different factors which may be employed for the purpose of creating greater activities in solicitation of traffic and the constant use of routing orders is of extreme importance. This form should be placed in immediate use by all representatives and care should be used in showing full information called for by blanks, the original of which should be transmitted to the General Freight Department without delay for further handling.

#### Complaints Regarding Service—Claims

It sometimes happens that some of our friends and patrons entertain a grievance account misapprehension in matter of settlement of claims, failure of service or rate adjustment and quietly, if not openly, route their business against us. As it is our intention and desire to afford first class service; show proper consideration to our patrons in adjustment of claims or rates and improve the service when necessary, such grievance or complaint should be susceptible of satisfactory explanation and when occasions arise you are requested to advise this office promptly, in addition to advising concerning any situation which prevents any shipper from patronizing our lines.

Service today forms the basis of a very keen competition between rail carriers particularly, and with equality of rates service forms the foundation upon which the freight business must be built. It must be of such a quality that it will satisfy the most exacting demands of the public.

Service today is one of the greatest cries of the shipper and satisfactory service goes hand in hand with competition and traffic solicitation. It

should be remembered that as a representative of this company your position demands the exercise and practice of a faculty which should be fostered and promoted by each agent and representative of the company—that unknown quantity within us which becomes a tremendous power when properly developed—cordiality, politeness and the true human quality of being friendly. It is the talisman of salesmanship, and the representatives whose business it is to sell railroad transportation to the public cannot have a more valuable component in his make-up. It is a factor which will count immeasurably in his personality, will aid him in all his business dealings and be reflected on the credit side of the Auditors' ledgers. No railroad can hope to hold friendship of its patrons without a thorough knowledge of their wants and realization of their problems.

#### Dealing with the Public

In dealing with the public at the Freight Office, over the telephone, through correspondence and the various other mediums through which the business of this Company is transacted, see that proper courtesy is accorded, and that all business with the public is transacted in a cheerful, courteous and affable manner. Such attitudes as these make lasting impressions on the public and will be substantially remembered by them. In other words, endeavor at all times to have a smile in "Your Voice" and "Disposition." This is an asset and there can be no question as to it not paying.

#### Business Lost

Do not content yourself with merely noting business that you have been successful in securing, but on the contrary, go after the business you failed to secure, doing so with the least possible delay. With information concerning business that we have lost we are enabled to work in many different ways to secure future business and remedy, where possible, the cause for loss of business.

#### Trans-Continental Traffic

We are handling Trans-Continental Freight Traffic in connection with the Southern Pacific and Salt Lake Lines, as well as all Eastern Steam lines in addition to our extensive local service. An extra effort should be made to secure Trans-Continental carload as well as less than carload freight, both inbound and outbound. Please, bear in mind the fact that Trans-continental rates do not apply in connection with Santa Fe, either east or west bound, and routing should specify either, Southern Pacific or Salt Lake in connection with our line.

#### Proposed Improvements

A close check should be kept on proposed improvements that will create traffic and an early effort should be made to secure this traffic for our line. City Councils can often be prevailed upon to pass resolutions in

favor of routing such shipments over certain lines and care should be used in seeing that we get our proportion of such traffic. When municipal improvements are to be made, you should take up at once with the General Freight Department and a Traveling representative will be sent out to work with you in securing such Traffic. **You should devote some time daily to solicitation, keeping in touch with merchants of your community. Cooperate with your Local Drayman**

Earn and retain the confidence and friendship of the draymen; they are the agents of the shipping public. This is the suggestion we would advance to all station employees.

A very large percentage of the freight traffic handled by the railroads passes also through the hands of draymen, whose work makes them transportation allies. Failure to intelligently understand the problems of the draymen or lack of cooperation will speedily attract the attention and resentment of the shipper. On the other hand, mutual understanding and an effort on our part to aid the men who form the connecting link between shipper and railroad will win as a valuable business friend.

The privileges which bonded draymen enjoy makes possible the expeditious forwarding and delivery of both carload and less than carload shipments, and also permits enforcement without unnecessary inconvenience to the shipping public, promptly and efficiently, rules and regulations pertaining to the receiving, transporting and delivery of freight traffic.

Service today is the keynote of success, and one way for the station employee to succeed is to obtain and retain the friendship and confidence of the draymen by rendering the service they require.

The solicitation of freight traffic is something which should be given very close attention, both for freight competitive with unaffiliated steam lines as well as competitive with motor trucks. With the advent of the paved highway and the freight motor truck the competitive tension has correspondingly tightened, until to day as never before, service in all the channels of activity, is the magnet which will attract business to our rails.

The hearty cooperation of every employe is absolutely essential to render the high class of service demanded by the public. Only through prompt, efficient handling of all matters and courteous treatment of all you serve, can this be accomplished.

### ORIGIN OF FREIGHT TRANSPORTATION

It will probably be of material importance and interest to agents to be informed concerning the descent of freight transportation.

In the past ages, a monkey afloat on a log discovered that by dipping his hand in the water he could guide the log. Later another monkey went further and hollowed out the log with a sharp rock, and another monkey filled the hollowed log with coconuts

from one side of the river, where they grew in great abundance, and transported them to the other side, where there were none—and thus, transportation originated.

### STATION CHANGES

D. W. Layne, previously located at Etiwanda has been transferred to the General Freight Department in the capacity of Freight Rate Clerk, being relieved by Relief Agent R. F. Johnson. On account of the scarcity of jack-rabbits in the vicinity of Etiwanda at this time, public opinion tends to attribute the cause of this situation to the extreme hunting activities of Mr. Layne prior to his departure.

E. V. Steinman, previously located at Van Nuys is reported to be gradually recovering from the disability caused by a sprained wrist resulting from over arduous activities in handling express matter.

### INDUSTRIAL ACTIVITIES

The Owl Fumigating Co. have erected a plant at Puente Largo for the manufacture of fumigating material. Spur to serve this industry was recently completed.

C. E. Toberman & Co. have had two spur tracks installed south of Santa Monica Blvd. on our Colegrove line for the purpose of serving the growing industrial section of Hollywood.

Industry track has just been completed to serve the property of D. J. Bastanchury located on our Fullerton line between North Bastanchury and La Habra.

### COMPOSITION OF STEELS

Steel is an alloy, a chemical compound of iron and carbon united in varying proportions according to the grade of the steel. It contains about 1 per cent of impurities in the form of manganese, phosphorous, sulphur and silicon. The carbon content varies from about 0.04 of 1 per cent to 2 per cent; the remainder is iron. In addition to the iron, carbon and impurities, some steels contain chromium, tungsten and vanadium, which are added to produce certain results.

Carbon steel is divided into two general classes—low carbon or machinery steel, and high carbon or tool steel. Low carbon steel is soft, ductile and does not harden readily; on the other hand, high carbon steel is harder, less ductile and has remarkable hardening power. The strength and utility of steel varies according to the per cent of carbon it contains. The following classification of usage represents good average practice:

Machinery steel contains from 0.04 to 0.15 per cent carbon.

Boiler plate and rivet steel has from 0.15 to 0.38 per cent carbon.

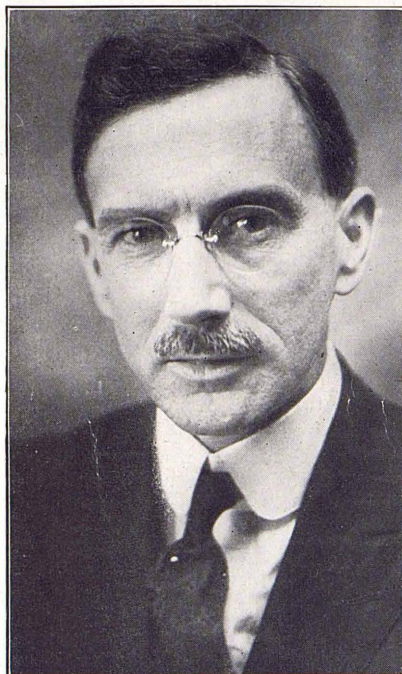
Tires, axles, rails, pistons, from 0.38 to 0.62 per cent carbon.

Cutting tools for soft materials and files from 0.62 to 0.88 per cent carbon.

Heavy cutting tools, bits, chisels and mandrels from 0.88 to 1.5 per cent carbon.

## GENERAL PASSENGER DEPARTMENT NOTES

GEORGE H. BLYTHE, Associate Editor



### "GENIAL DICK" KELLY GOES NORTH!

Mr. R. E. Kelly, who for some time past has been General Agent, Passenger Department, with this Company, has been appointed Representative of in San Francisco and he and his estimable family have moved to the north and will reside in Oakland.

Mr. Kelly's removal to greater activities with the Southern Pacific Company causes both pleasure and regret to his many friends with this company and in the territory served by it; pleasure—that recognition has been given for his splendid work and regret that we are to lose from among us such a genial fellow worker and such a sterling citizen.

Mr. Kelly's work with the Pacific Electric organization began in the old days of the Los Angeles Pacific Railway, with which he began as a Trainman and his climb has been steady through a great many departments of the organization. Following the reorganization of the line into what is now the Pacific Electric system, he has been successively: Ticket Agent, Hill Street Station; Ticket Agent, Main Street Station, General Agent, Eastern District (San Bernardino), and General Agent, Passenger Department in Los Angeles. In every avocation to which he has been called he has made good and goes to the north with the best wishes of every member of the big Pacific Electric family, and we trust that his new field of endeavor will rapidly bring to him as many good sincere friends as he has left in this part of the country.

Mr. "Bob" Monahan, of our Main Street Station ticket office, joined the

ranks of the benedicts, having taken unto himself a wife on March 22nd. We don't know whether or not leap year had anything to do with it, but be that as it may, congratulations, Bob!

Mr. Ray P. Bailey, Assistant Agent at Hill Street Station, has resigned to enter the bond brokerage business. He is succeeded by Mr. Louis C. Germain. It might also be mentioned that Mr. Bailey joined the benedicts about two weeks ago, and to him we extend congratulations even tho' he kept it a dark secret for sometime afterwards.

Effective March 16th, 1920, a few changes were made in the personnel of the General Passenger Department.

Mr. "Dick" Kelly, our genial General Agent, resigned to accept services as representative of the Executive Department, Southern Pacific Company, headquarters, San Francisco.

Mr. Edw. H. Sharpe, who had been acting as Chief Clerk since the resignation of Mr. "Bob" Holcomb, was appointed General Agent to fill the place left vacant by Mr. Kelly. Mr. Sharpe is to have charge of publicity work.

Mr. H. O. Marler was appointed General Agent, in charge of solicitation of new business, etc.

Mr. Geo. H. Blyth was appointed Chief Clerk to succeed Mr. Sharpe.

Mr. Jack Glancy was appointed Traveling Passenger Agent to fill the vacancy left by the transfer of Mr. Blyth.

Mr. Norman T. Sewall was appointed Ticket Agent at the Los Angeles Shipbuilding & Dry Dock Co.'s yards, San Pedro, vice Mr. Glancy.

Mr. H. O. Marler and his force of Traveling Passenger Agents are now located in room 617, and any employe knowing of any society or organization contemplating a picnic or a trip of any sort to a point reached by our lines, will confer a favor by referring the matter to Mr. Marler, or anyone in the Passenger Department.

### DON'T, MR. CONDUCTOR!

**Don't** issue local transfers Form L. A. T-1 on fares or tickets collected from interurban points; such transfers should be issued only on fares or tickets collected within defined five cent fare limits of Los Angeles, as described on page 2-B, Local Passenger Tariff No. 726, and in accordance with instructions contained in section 1, page 3, Bulletin P. D. No. 440-C.

**Don't** honor local transfers, Form L. A. T-1, beyond the defined five cent fare limits of Los Angeles. Five cent fares named in Local Passenger tariff No. 726, between Los Angeles (Main Street Station) and Nadeau or Harriman Avenue, are inter-

urban fares and local transfers must not be honored to these points.

- Don't** punch out point at which passenger boards car, when issuing exchange transfer Form T. S-1, for thru ticket collected. In addition to punching month, date, time and transfer point, you will punch destination to which ticket reads.
- Don't** issue local transfers in Pasadena on fares or tickets collected from points on Alhambra-San Gabriel line, Monrovia-Glendora line or Sierra Madre line, or from points on Sierra Vista local line between El Sereno and Sierra Vista inclusive. Such fares or tickets apply from or to Pasadena (Colorado and Fair Oaks) only.
- Don't** refuse to issue transfers in Pasadena on one way, or round trip fares, or commutation tickets collected reading between Los Angeles and Pasadena (Colorado and Fair Oaks) or between Pasadena (Colorado and Fair Oaks), and south Pasadena, Mission and Fair Oaks, Palm Avenue, Ostrich Farm, La Cresta, Oneonta, La Senda, or El Molino. Refer to 8th revised page 1-A, Local Passenger Tariff No. 726 for further instructions relative to routing, and application of fares in Pasadena.
- Don't** fail when operating on Pasadena Short Line or Oak Knoll Line to sell thru tickets to Mount Lowe upon request. Conductors operating on these lines should use Form M. L. Q. 1 for this purpose, which provides separate coupon for each portion of trip, Los Angeles to Alpine and return.
- Don't** accept local fares, tickets or transfers on outbound main line cars other than Whittier or La Habra cars, from passengers destined to Slauson Junction. Inbound main line cars making stop at Slauson Jct. to discharge interurban passengers, will accept local passengers, providing they desire to leave such cars at some point where they are obliged to make safety stop, but transfers should not be issued from Main line Cars on such local fares or ticket collected. Refer to Section 4, page 4, Bulletin P. D. 440-C.
- Don't** fail to properly ventilate closed section of all cars. Two or four ventilators opened in front end of car, will usually give sufficient ventilation without creating a draught, but this matter should be regulated according to condition of weather and number of passengers aboard car.
- Don't** take it for granted that passenger wants one way or round trip ticket unless they specify one or the other. When passenger tenders money in payment of fare and simply mentions point to which they desire

to go, have an understanding with such passenger before you issue ticket or register fare by saying, "One way or Round trip."

- Don't** sell tickets to point where thru fares are not named in tariffs. When point of destination to which passenger desires to travel is beyond your line, and no thru fares are named, collect fare or issue ticket to junction point of other line only.
- Don't** fail when selling round trip triplex tickets to punch same to or from farther point to which fare applies as purchaser may desire to return from or to that point even though leaving car at an intermediate point.
- Don't** permit passenger to ride beyond destination to which fare or ticket collected applies. A conscientious salesman will not give a customer more than one yard of material if only one yard has been paid for. This applies also when selling transportation.
- Don't** register coupons from coupon pass books as tickets. All forms of passes whether lifted and cancelled or when notation is made of pass number on trip sheet, must be registered as pass.
- Don't** cancel Auditor's stubs of one-way cash fare receipts, Form P. C. R. It is necessary to punch these only when issued for half fare.
- Don't** be too timid when collecting fares to use the expression, "Fares, Please!" frequently, distinctly but always in a pleasant tone, as many people are staunch believers in the old saying: "It is manners to wait until you are asked."

J. A. Birmingham.

#### L. A. FREIGHT TERMINAL

Good Morning Editor:

Here's a glad hand to you for allowing us room to spread ourselves a little in the last issue—got our pictures in "and everything." Too bad all of us were not in the group, but a score or more could not leave either their posts or pillows at that time of day and had to be left out. Even our old friend and Cashier Fred H. Coleman had to be away to bank, so before you pass judgment, think of all the handsome faces that were left out and be as charitable as you can.

There have been many changes among us the past year or so and those who knew the office as it was would be bewildered to see so many new faces. The lure of better paying jobs and the feeling of unrest that makes men want to keep moving has at times been keenly felt, but we have gained as well as lost and the situation might easily be worse.

This seems to be a splendid time and place to say, "thank you!" to all the men who have stayed by the ship and also to our fellow agents for their co-operation during the period that has been trying and tribulous.

An increase in pay effective March 16th brought joy to the hearts of our truckers and stevedores, for this means a bigger pay check in addition to the recent shortening of their working day.

Speaking of better things, we are hoping that before many moons we may spring a pleasant surprise on some of our boys that are now working twelve hours at a stretch. Our "official dads" are a considerable bunch of men, and so, as aforesaid, we are hoping. Seems to me we also heard rumor from somewhere that the Yardmaster and Car Clerks are going to fall heir to new quarters; this would be almost as welcome as a raise in pay, for their present quarters are not only crowded, but rather damp and unsanitary.

Glancing around a bit we see the dust gathering on Edgar Hinkle's desk while he is answering an emergency call as Relief Agent at Compton—Agent Newton and wife having gone east with the body of Mrs. Newton's mother for burial.

What we thought was a rainbow the other day, proved to be only the afternoon sun glinting on Walter Finney's new "knock 'em dead." Notice how Walter has been carrying his tabulator finger in a sling lately? Tried to open a can of sardines with it.

Lester Post got caught in the breezes somewhere between Los Angeles and Bellflower and was laid up a few days with tonsillitis.

"Bob" Rachford recently returned to us from the service and is now at 8th and Alameda Transfer; was also on the invalid list a couple of days—said it was riding the waves that got him down.

We don't need the daylight saving act now since Dave Cohen is with us—something about his sunny looks that lights up the whole corner. Dave's nimble fingers on the billing machine are filling a long felt need.

Stanley Billington, who resigned from 8th & Alameda some months ago, is back with us again and welcome. Understand that distance lent some enchantment, for which, if true, we are sorry. He has been succeeded by Wm. L. Shipley, late of Chicago, a suburban village of Iceland.

Jim Barnes, one of the old faithful boys in the Warehouse, is having a hard battle with pneumonia; we sincerely hope he is able to win and come back to us.

The Easter Services at Eagle Rock were unusually attractive this year. Check Clerk Leavenworth sold his place out south-west and moved to a brand new lot on York Boulevard, so as to be ahead of the crowd at sun-

We must be fond of neutral shades—have to be, down in this neighborhood—that's why we have Ben WHITE working at night and Oscar BLACK in the day time. Now the question is—What has become of George GRAY, and when is Sam BROWN coming back?

Did anybody notice in the paper the other day that a man named Otto Charles was sentenced to the County rock pile? Break, Break, Break, on the cold gray stones O C.

## PURCHASING AND STORES NOTES

Miss JOSEPHINE FLETCHER, & J. J.  
Miss ALICE SCHMIDT, ASSOCIATE EDITORS

### STORE DEPARTMENT

By ALICE SCHMIDT

We are glad to report that Mr. Nicholls and Mr. Rees are enjoying that peculiar malady commonly known as "promotion." Mr. Nicholls has been appointed to succeed Ray Lee as Receiving Clerk, while the position he formerly held, Oil House Storekeeper, is being capably handled by Mr. Rees.

Word has just come to us of the arrival of an eight-pound son at the home of Mr. and Mrs. Murray A. Canterbury. Now, we know why this proud "daddy" has been so desperate in his effort to cultivate a zits. It does make one appear so dignified and fatherly, don't you know. We feel sure that Murray Junior has found his way into a home which is filled with love and joy over this new possession.

Miss Vaughan, thinking to enjoy a little bit of warm weather for a few days, spent the week-end at Imperial. Really now, we are not quite sure what the attraction was down there, whether it was cotton (that seems too dry) or prospective watermelon crops.

Paul Mudge has been appointed as successor to Mr. Langan as Supply Car Storekeeper.

Another one of our former employes is finding his way to success through real (reel) effort. Ray Lee recently resigned his position as Receiving Clerk at Torrance and is now employed as property man with a film company at Universal City. The best wishes of the Store Department go with him for success in his new work.

"There shall be fishing and rumors of fishing"—since the good weather has come to stay. This accounts for the queer, although not altogether unfamiliar, sounds heard coming from the Sherman Store the other day. The cause of all this noise was nothing more or less than Mr. Campbell's futile attempt to locate his favorite fishing pole, which he always keeps in his desk, for the warm weather had brought on his annual attack of spring fever in the form of fishing-itis. However, nowhere could his fishing pole be found, and he planning to use it the first of May. Do you also wonder what happened to it? Of course, there is a possibility that Mr. Sutton borrowed it. People at the seaside—Mr. Sutton lives in Venice, you know—also go fishing when summer comes, but!!! would Mr. Campbell use the same kind of a fishing pole and bait as Mr. Sutton would use at Venice?

## TREASURY and ACCOUNTING NOTES

J. L. SMALE, ASSOCIATE EDITOR

### Accounting Department

One of our charming and talented stenographers has just left with our best wishes and a substantial remembrance to engage in the occupation of managing a new bungalow with a side partner who has agreed to cut the lawn and build the fires, at least for the first year. May happiness attend the venture.

We find one of our new office boys, Andrew Pedie, occupying a clerk's chair this morning, the result of strict attention to business and ability to care for all that has come his way.

The big boys have been rushing the season by bringing out the old balls and bats and playing a game of ball with the Santa Fe General Office nine at the Exposition Park Saturday afternoon, March 27. The boys expected a thrashing, from lack of practice and experienced opponents, as the Santa Fe had some Team; but the boys scored 21 and the Team, well the team was a surprise and got 10 scores.

The boys claim they used up four

pitchers for the team and had the others calling for a rest. In the seventh innings every man of the boys made a run. It was "batter up—look the first over, and another man at the plate." Clement Smith pitched an unusually good game considering the limited practice he had been able to get; and in the sixth innings he was relieved by our old standby, "Mike Levin" or "Smiling Mike" as he is dubbed by the team. In the next three innings he had the enemy badly rattled by that ever present "smile" and the ball, with which they could not connect, for some unaccountable reason, probably "the smile."

Herman Grenke, late of Parea, held down first base, and his quick eye and rapid work in double plays caused delays in tallies to the team.

There has since been an active demand for alcohol rubs with no alcohol to be had.

The boys believe they have a good start and are looking for more teams to conquer, an entertaining season, and the making of a record for the Accounting Department.

J. H. G.

### AGENTS ASSOCIATION

Regular meeting of the Pacific Electric Agents Association called to order by chairman Mann, at 8:00 P. M., March 13th,

Roll call and absentees noted.

Minutes of previous meeting read and approved.

O. A. Smith stated that there was nothing definite decided on the proposition of agents seniority, although there would be some changes made as to star stations, mentioning Los Angeles freight house and Los Angeles passenger office, Riverside, Wilmington and Long Beach. Also said that agents receiving these appointments would be entitled to bid on any other vacancies. He stated that with these exceptions it would probably go through.

Mr. Day, General Freight Agent, stated that freight business for the month of February was very fine. Showed just as good as the previous month; that the increase was general all over the system. Also that solicitations could be handled just the same as previous to the war. Agents were asked to read carefully the perishable protective tariff. If not understood to take it up with Traffic Department office, as it was very important. He asked that agents show the cause of increase or decrease on the comparative statement. On the Citrus report, Mr. Day asks that agents show destinations of Salt Lake business.

Catalina Terminal has been changed.

The White Flier line has resumed business and will start Wednesday, March 17th.

General Passenger Agent, Mr. O. A. Smith, stated that passenger business was very good and expected that it would so continue. He also mentioned the White flier S. S. Line, and stated that soliciting passenger business was desired.

Mr. E. C. Thomas stated that Max Green had extended invitation to the Association to make the trip over the "Rim of the World." Chairman appointed Mr. Peachy, Jones and Bonser as a committee to make whatever arrangements needed for the trip. Mr. Thomas asked that members make all efforts to secure business for the San Bernardino mountain resorts, and stated that they would be well advertised this season.

Chief dispatcher H. E. Miller spoke on the telephone question.

H. R. Leaman of Accounting Department asked that agents number the ticket redemption vouchers, also to mail promptly the S. P. Reports.

Mort Stewart made a very fine talk on the P. E. vacation camp, giving rates, etc.

Short talks were also made by Superintendent W. C. White, Freight Claim Agent Albert, Car Service Agent Maison and various agents.

Adjournment.

H. L. Legrand, Sec'y.

# PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

## PACIFIC ELECTRIC CLUB CALENDAR

- April 10th to May 12th
- Saturday, April 10th—**  
Agents' Association meeting in Assembly Room, 8:00 p. m.
- Monday, April 12th—**  
Pacific Electric Band Rehearsal in Auditorium, 8:15 p. m.
- Wednesday, April 14th—**  
Pacific Electric Rod and Gun Club meeting at the Pacific Electric Club. After business meeting the members and their friends will be entertained at B. H. Dyas Co.'s indoor rifle range.
- Thursday, April 15th—**  
Northern Division Safety Committee Meeting 2:00 p. m. Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, April 16th—**  
Moving Picture and Vaudeville Show in Auditorium, 8:15 p. m. General Staff meeting of all Departments, 10:00 a. m.
- Monday, April 19th—**  
Pacific Electric Band Rehearsal in Auditorium, 8:15 p. m.
- Tuesday, April 20th—**  
Transportation Department meeting of all Divisions, 8:00 p. m. Refreshments will be served in Auditorium after business meeting.
- Thursday, April 22nd—**  
Regular Club Dance in Auditorium, 8:30 p. m.
- Friday, April 23rd—**  
Moving Picture and Vaudeville Show in Auditorium, 8:15 p. m.
- Monday, April 29th—**  
May-Day Carnival Dance in Auditorium, 8:30 p. m.
- Friday, April 30th—**  
Moving Picture and Vaudeville Show in Auditorium, 8:15 p. m.
- Monday, May 3rd—**  
Pacific Electric Band Rehearsal in Auditorium, 8:15 p. m.
- Wednesday, May 5th—**  
Pacific Electric Club Executive Committee Meeting, 2:00 p. m.
- Thursday, May 6th—**  
Southern Division Safety Committee meeting 2:00 p. m. Jazz Novelty Dance in Auditorium, 8:30 p. m.
- Friday, May 7th—**  
Western Division Safety Committee Meeting, 2:00 p. m. Moving Picture and Vaudeville Show in Auditorium, 8:15 p. m.
- Saturday, May 8th—**  
Agents' Association Meeting in Assembly Room, 8:00 p. m.
- Monday, May 10th—**  
Pacific Electric Band Rehearsal in Auditorium, 8:15 p. m.
- Wednesday, May 12th—**  
Pacific Electric Rod and Gun Club meeting at the Pacific Electric Club. After business meeting a big rabbit stew will be served.

## PACIFIC ELECTRIC CLUB BASE BALL TEAM

The Pacific Electric Club Base Ball team held its big get-together meeting on Friday evening, March 19th, and the following were enrolled as members:

Adrian Orrill, outfielder and pitcher.  
L. A. Crooks, centerfield and catcher.  
J. A. Bertelsen, catcher.  
R. B. Rachford, catcher and outfielder.

Andrew Moreno, outfielder.  
Paul Umberger, outfielder.  
Ben F. White, outfielder.  
Herman R. Grenke, outfielder and first-base.  
Mike Levin, shortstop and pitcher.  
Clifton Mort, 3rd base.  
J. F. Jenkins, outfielder and pitcher.  
A. V. Weigand, shortstop.  
Merrill S. Cross, 2nd base.  
Theron F. Price, 2nd base, shortstop and pitcher.  
Seymour Lipschultz, outfielder.  
H. Delmer, outfielder and pitcher.  
C. N. Latz, outfielder and 2nd base.  
B. E. Moss, 1st base.  
Irving Lipschultz, outfielder.  
D. W. Layne, pitcher.

The base ball park is to be located on Mission Road near Ehandia Junction and is a most desirable property for base ball grounds. The Macy Club House, which is supplied with showers and lockers, is close by and will be available to the teams. The management of the Club has executed a lease for this property for one year beginning April 1st and to Messrs. Burnett and Lyons of the Real Estate, Tax and Resorts Department the Club wishes to extend its heartiest appreciation for the interest taken and making it possible for us to have a base ball park equal to the finest in this city.

The team will begin its practice just as soon as the fences are removed by the past owners of the lease. The Engineering Department has been advised and will assist the Club in getting the grounds into the best shape possible for a base ball park.

## PACIFIC ELECTRIC ROD AND GUN CLUB

The Pacific Electric Rod and Gun Club meeting of March 10th was one of the most successful held in some time. There was a large attendance. Thirteen new members were enrolled. Mr. J. D. Durdorff, who was the first president of our Club and now connected with B. H. Dyas Company made a very interesting talk in regard to the hunting of outdoor game and also through his influence with the Dyas Company contributed a very fine prize cup for the rifle range team, and a completely equipped hunting kit as the hunters' trophy. A light luncheon was served and several reels of the

Chester Outing pictures were shown, which were greatly appreciated by all.

At the meeting to be held on May 12th the rabbit hunters of our Club have promised to have on hand enough rabbits to serve a big rabbit stew to members and their friends; also a couple reels of the Chester Outing pictures will be shown.

## POOL TOURNAMENT

The Class "A" Pool Tournament was held at the Club March 15th and brought forth the finest pool players with our company and developed a new champion, Mr. W. H. Johnson of the General Superintendent's Office, who won from L. H. Covell, who has been the past champion.

Mr. Johnson defeated Mr. Covell by the score of 450 to 396. In the first series of games played in the Tournament, Ford won from Johnson, Brady won from Ford, Johnson won from Brady, and in the second series Brady won from Ford and Johnson won from Brady. Mr. L. H. Covell, past champion, challenges Mr. W. H. Johnson, present champion, for a return match this month.

The Class "B" Tournament brought forth one challenge from Mr. W. M. Brooks of the Mechanical Department, who will meet Mr. F. L. Ford, the present champion, at some future date.

## PACIFIC ELECTRIC CLUB HIKERS

The management of the Club is taking a nactive interest in promoting the outdoor recreational features in regard to the physical welfare of the Pacific Electric employes, and announces with pleasure the organizing of the Pacific Electric Club Hikers and will have for its headquarters the Pacific Electric Camp Room at the Club, which is to be remodeled and made to represent the interior of a log cabin. Arrangements have already been made for the transporting of these slabs from the Pacific Electric Camp.

There is no initiation or membership fee to be paid in becoming a member of this Club. The necessary qualifications are that one must be an employe or a dependent of an employe and a member of the Pacific Electric Club.

The object of this Hikers' Club is to promote and get together all those employes who are interested in taking hiking trips. To become a member all that is necessary is to cut out the application herewith, write in necessary information and mail same to the Manager of the Pacific Electric Club.

I hereby make application for enrollment as a member of the Pacific Electric Club Hikers, and agree to take an active interest in the promoting of all affairs in the interest of the Club.

Name of Employee.....  
Address .....

Dept. Employed .....

Dependents: .....

.....

Date.....192..

After all, history is just a record of man's effort to feed his stomach.

**PACIFIC ELECTRIC CAMP**

The Pacific Electric Camp will be opened for the vacational period beginning June 15th. Folders will be mailed to all employes the first of May, also information in detail covering all particulars in regard to the camp will be published in the Pacific Electric Magazine of May 10th.

PE

**PACIFIC ELECTRIC CLUB  
"DON'TS"**

DON'T forget the regular Club dances held every Thursday night.  
 DON'T FORGET the regular "Movie" and Vaudeville show held every Friday night.  
 DON'T forget to make the Club your down-town home.  
 DON'T forget to check your bundles at the Pacific Electric Club when you are shopping.  
 DON'T forget to use the telephone provided for you at the Club office.  
 DON'T forget to play our Victrola when in the Club.  
 DON'T forget to read our current magazines in the library when you are waiting for an appointment.  
 DON'T forget to tell your friends about your Club.  
 DON'T forget to join the Club if you are not already a member.

PE

**PAY INCREASES**

Since the last issue of the magazine, General Superintendent Annable has announced a new schedule of pay for Trainmen and at the present time the matter of pay for other departments of the service is receiving consideration by the management and its determination with reference thereto will undoubtedly be announced in due season.

The new scale of pay for train service is as follows:

**Street Car Service**  
 Motormen and Conductors:

	Per Hour
First 3 months	44c
Next 9 months	45c
Second year	46c
Third year	47c
Fourth year and thereafter	48c

**Interurban Service**  
 Motormen and Conductors:

	Per Hour
First 3 months	46½c
Next 9 months	47½c
Second year	48½c
Third year	49½c
Fourth year and thereafter	50½c

**Single Track Lines**  
 Motormen and Conductors:

	Per Hour
First 3 months	49c
Next 9 months	50c
Second year	51c
Third year	52c
Fourth year and thereafter	53c

**Freight and Work Train Service**

	Per Hour
Motormen (flat rate)	57c
Conductors (flat rate)	57c
Brakemen and Switchmen	52c
Trolleyman (flat rate)	47c
Yard Foremen (flat rate)	57c

It is undoubtedly gratifying to the employes to know, that notwithstanding the revenues of the Company do

**PACIFIC ELECTRIC RAILWAY COMPANY  
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME  
ACCOUNTS—FEBRUARY, 1920**

Passenger Revenues	\$ 761,959.24
Freight and Switching Revenue	258,497.01
Other Revenue	49,612.16

Total Railway Operating Income.....\$1,070,068.41

**Operating Expenses**

Way and Structures:		
Wages	\$ 56,008.95	
Material, Supplies, Etc.,	39,669.41	95,678.36
Equipment:		
Wages	90,880.17	
Material, Supplies, Etc.	44,067.43	134,947.60
Power:		
Wages	21,784.63	
Material, Supplies, Power Purchased, Etc.	91,731.79	113,516.42
Conducting Transportation:		
Wages	299,173.76	
Material, Supplies, Etc.	21,448.86	320,622.62
Traffic:		
Wages	5,519.10	
Advertising and Material, Supplies, Etc.	4,564.88	10,083.98
General and Miscellaneous:		
Wages	39,631.97	
Injuries and Damages, Material, Supplies, Etc.	73,125.66	112,757.63
Total Railway Operating Expenses:		
Wages as above	512,998.58	
Other Charges as above	274,608.03	

Transportation for Investment—Credit 5,351.84 782,254.77

Revenue Less Operating Expenses.....\$ 287,813.64

Depreciation	\$ 22,583.51
Taxes Assignable to Railway Operation	50,082.10

Total Depreciation and Taxes.....\$ 72,665.61

Revenue Less Operating Expenses, Dep. and Taxes	215,148.03
Non-Operating Revenue	11,922.18

Net Revenue .....\$ 227,070.21

Interest on Bonds and Other Debt	\$296,311.21
Rents and Miscellaneous Income Deductions	30,675.06

Total Deductions .....\$ 326,986.27

Net Loss .....\$ 99,916.06

Net loss for two months ended February 29th, 1920.....\$ 186,800.37

H. A. CULLODEN, Auditor

Los Angeles, California, March 22, 1920.

not justify any increases in salaries or wages, they are granted because of the hope to get relief in readjustment of fares in keeping with practically all cities of importance of the United States. The management is using every endeavor to make its employees feel satisfied. The employment is positive and continuous; men will not be relieved from service without cause in every case; vacation privileges are to be continued; pass courtesies are generous indeed, and our Club is expanding and offering added attractions.

Employees will undoubtedly manifest their gratitude in increased efficiency of service and we know of no better way in which to manifest appreciation.

"Willie," asked a New York teacher of one of her pupils, "how many make a million?"

"Not many," said Willie, with a grin.

**NOW, FIGURE IT OUT**

A New York Jew's clerk asked him for a raise. The Jew said:

"Why do you want a raise? There are 365 days in a year; you work eight hours a day, and that is 122 days. There are 52 Sundays in a year; you get them off, that leaves you 70 days. There are 14 holidays and two Jewish holidays which you get, leaving 54 days. You take an hour off for lunch, which makes 14 days, which leaves 40 days. You get Saturday afternoons off, which makes 26 days, leaving you 14 days and I give you two weeks vacation each year, so when in hades do you work?"

Every man is a dam fool for at least five minutes every day. Wisdom consists in not exceeding the limit.

PE

PE

# ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

After having been confined for more than three weeks to the Crocker Street Hospital, it was indeed gratifying to the many friends of L. B. Denton to hear that he had been removed to his home Sunday, April 4th. His condition is steadily improving, and two or three weeks rest at home, it is hoped, will restore him to a better state of health than he has enjoyed for years.

We are very fortunate in still having Earl Haskell among us; even though quite weak after having had influenza and later pneumonia, he has been around often enough for a few of his friends to express their pleasure over his seemingly impossible recovery. Mrs. Haskell who had the influenza at the same time, is also recovering speedily.

This is rather an unusual time for vacations, but for those whose duties require that a vacation shall be confined to a few days at convenient intervals, the last few days have certainly provided unusual attractions. Miss Cahoon was fortunate in that a trip to one of our mountain resorts, combined ideal summer weather at the camp, and all the rigors of winter, if one would hike up the mountains for a few miles. Some of the pictures taken would provide a good bit of interest but came too late to be published here.

The loss of Bruce K. Malcomson as a worker among us, is extremely regretted; he has left the company to take up other duties, which we hope will permit him to visit us often. Although we will always remember him for his record in the recent war, still his congeniality and desire to serve have made a lasting impression that a good many will first associate with his name. May he find as many friends in his new position as he has with us.

Jay M. Gowanlock has again allied himself with the Bonding Department as an Inspector. For the past year or two his endeavors with this company have been in connection with the Valuation Bureau as Estimator—certainly he showed good judgment in the time chosen to go outside again.

George Webb is now acting as Bonding Foreman, Northern Division, until recently he has been employed as Bonding Inspector and is one of our most promising newer members of the family.

"Yes my grandmother has had a relapse"—"not expected to live"—etc., etc. Which brings to mind the annual public burial at Washington Park, early in April. If it was your fortune this year in having your head of department come in late and occupy the

seat next to you remember next year, before going, to consult J. E. Nixon who has complete data upon the favorite seats of all who might be embarrassed or might embarrass.

Operatives are working at present and we may expect an early solution of the mystery connected with the disappearance of "Dad" Austin's cats. Miss Hetherington has been absolved from any blame, her expressed desire for a cat having placed suspicion on her originally. The one really promising clue upon which they are working is that Harry Brenneman may be appropriating them for the manufacture of soap and lubricants.

#### Respectfully Referred to Mr. Bowen

"Sambo, I'se sholy ketchin on to dese yah insigniums; de cross guns is infantry, an de cross flags is de signallers"—

"Yes and de pinapples is de ordinance and de corkscrew is de medics, but wat gits me, am dat penitentiary de M. P.'s!"

—Amer. Legion Magazine.

Sometime ask Mr. Gould who picks out his ties.

#### What Design Please!

Would you like to have your porter made to harmonize with his surrounding at your next "dinner party!"—or possibly your chauffeur is not pleasing to the eye? It now seems that such difficulties are of the past,—the following was clipped from a recent edition of one of our papers:

Wanted—First-class negro painter.

Apply Manager, Hotel Savoy, 6th and Grand.

PE

#### PACIFIC ELECTRIC "TRAVEL-LOG"

A new publication, issued by the Pacific Electric Ry., will make its appearance on cars of this Company the 15th of the present month and on the 1st and 15th of each month thereafter, known as the Pacific Electric "Travel-Log."

This little publication is in response to a need for a closer contact and relationship with the traveling public and will contain information to our patrons relative to Company affairs in which they, as users of transportation, are interested. It will deal solely with facts and will be a clear statement of the Company's side of affairs that are of public interest. Our employees will, not only favor the Company, but will likewise please our patrons, by courteous reference to the little leaflet to be found installed in all cars after the 15th.

Suggestions from employees in the interest of this leaflet and of a better understanding between the road and the public will be welcomed.



#### A NEW CHIEF CLERK

Possibly because he came from Virginia and is one of the F. F. V.'s' is the reason for the universal popularity of Mr. Chas. P. Hill, who on the first of the present month became Chief Clerk, Transportation Department, under the General Superintendent, Mr. F. L. Annable; and evidently seven is his lucky number, because "seven" years ago he became affiliated first with the Pacific Electric Railway and successively rendered service under Mr. Bradley, Superintendent Northern Division as stenographer, under Mr. Annable, General Superintendent as File and Detail Clerk and from February 20th to March 20th this year as Executive Secretary in the office of Vice President.

It is really unnecessary to pass any compliment to Mr. Hill because of the fact that he is probably known to more of the employees than any other one man, due to his connection also with our employees club, as well as to his genial personality.

Mr. Hill succeeds Mr. L. M. Kohler, who has resigned to enter business for himself, after a service of quite a few years in the Transportation Department and with him goes the best wishes of his many friends in all branches of our service.

PE

#### A NEW FOLDER

A new combined sight-seeing folder has been issued by The Traffic Department, covering the Old Mission Trolley Trip, Orange Empire Trolley Trip, Mt. Lowe, Catalina Island and "Rim of the World Trip." Agents should request supply at once if they have not as yet received them.

PE

"Terrible weather we're having; Jones says his cellar is flooded."

"Dear, dear! Did the corks come out?"

## RESORT DEPARTMENT "SQUIBS"

### REDONDO BEACH NOTES

The St. Patrick's party at the Dance Pavilion on the 17th of March brought out one of the largest crowds of the season. The dance floor was packed, and the prevailing green colors of the decorations, together with the fancy costumes of the dancers, lent a very pleasing effect. Rosy Cory gave an exhibition dance, and a trio from Ocean Park put on a clever Hawaiian singing and dancing act.

The appearance of the dance pavilion has been greatly beautified by the addition of an ornamental lattice railing around the dance floor. This lattice railing stands about three feet high, and at regular intervals posts rise about eight feet, supporting golden jardiniere filled with ferns and flowers.

Mrs. Mabel Rockwell, who made so many friends in Redondo Beach last summer, will return again in June to teach private and class dancing in pavilion.

Swimming and diving sports are on the boom these days in Redondo. The big comedy exhibition which Instructor Ted Coombs gave in the Redondo Beach plunge on St. Patrick's Day, proved a howling success. Ray Henderson and Ted Coombs were made up as the "Koo-koo" twins, much to the delight of the kiddies, who screamed with joy during the odd stunt. Tommy Witt acted the part of "Bevo" with "Near-beer" as his side-kick, causing lots of merriment. The entire show was well played and drew a big house.

Redondo Beach can now boast of a clever boys' aquatic club, and Coombs claims he will have a champion relay team before many days. The have already won a relay race from the Long Beach Club and are now matched to swim the Venice boys.

The Los Angeles Oratorio Society gave two very successful open air concerts at Redondo Beach on Easter Sunday, April 4th. The big chorus of one hundred voices, banked before a cross of lilies and palms and surrounded with palms, presented an impressive picture. The program was made up of appropriate music, both in chorus and solo singing, from well known composers and was rendered in a manner which reflected great credit on this society. Under the able directorship of Mr. John Smallman the society is now one of the largest choral organizations in Southern California.

Easter Sunday brought out an enormous crowd at Redondo Beach, the weather was perfect and the added attractions of the Oratorio Society concerts helped to make the water front look like the good old summer time. The Bath House was filled to overflowing during some parts of the afternoon and the dance hall was well patronized.

### ALPINE NOTES

The Sunrise Easter services at Mount Lowe on Sunday, April 4th, brought out the biggest crowd that has ever attended any of these services. Ye Alpine Tavern and Cottages were filled to overflowing on Saturday night. After supper Professor Wm. H. Knight took a big crowd to Inspiration Point, where he gave a very interesting lecture on the stars and constellations which were then visible. The morning cars arriving at Alpine carried a big crowd, and immediately on arrival of the first car at 5:10 the bugle call, sounded by E. E. Miller, and a procession headed by the chorus wended their way up the trail to Inspiration Point and Easter Rock. The morning was perfect, and with the stillness of the air, the voices of the various speakers rang clear and distinct and were heard by everyone in the vast audience. The mountains never looked prettier, and as Mrs. Holton was reciting the poem, "The Spacious Firmament on High," with her hand pointed towards the east the sun appeared in all its beauty over the eastern hilltops. The chorus, under the able directorship of Mr. John Smallman, rendered some beautiful works from well-known composers. Dr. Hugh K. Walker gave a very impressive address, and Mrs. Lillian Goldsmith's reading of the well known poem, "God of the Open Air," was very much appreciated by the big congregation.

### WILD FLOWER TIME!

This is the season of the year when nature smiles her sweetest on Southern California and a time also when "spring-fever" begins developing intensely. It is also a good time of year for all Pacific Electric employees to spread the germ among their friends and prescribe excursions to the foothills and canyons that are nearest reached by our lines.

Let no opportunity pass to recommend a sojourn with nature on Saturdays, Sundays and holidays to all your friends and if you belong to any organization, such as State Associations, Lodge Auxiliaries or other similar organizations, bring the picnic idea before them. Stimulate them to inquire of the Traffic Department for suggestions, fares and other details with reference thereto and upon receipt of inquiries General Agent Marler will immediately assign a Traveling Passenger Agent to the job of booking them.

Don't overlook this bet—it helps revenues and increased revenues are good for our material health.

### Never Worry

Worry never does any good. It is the grains of emery which the evil one puts into your machine. It wears out the bearings, cuts the shafting, and sooner or later it causes a break which puts your machine in the junk pile.—Practical Druggist.

### MERIT SYSTEM

The Management have under consideration the revision of the merit system of discipline, full details of which will probably be made public shortly.

The present practice of record discipline will be continued, but in addition thereto, five dollars per month will be set aside for each man in the train service, and on December 1st will be paid to the men, less one dollar for each demerit assessed during the year.

This is not given with a paternal idea, nor as an earned or additional wage, and the deductions are not against the wage earnings of the men but from this gratuitous offer on the part of the company. The Management feels that in this way a better discipline and a better cooperation between the men and the company will result, and the sum being paid upon the approach of the holidays, it will certainly be appreciated by the men who have earnestly and conscientiously performed their duties.

### ENTERTAINMENTS AT THE CLUB

Beginning with the first of April, a regular weekly entertainment program has been planned at the Pacific Electric Club, 431 South Hill Street, on each Friday evening at 8:15 p. m. to which all employees, their families and friends are invited. There is no charge for admission and 600 can be accommodated at each of these entertainments, which comprise the best of moving pictures, vaudeville and music.

Following is the program for the remaining portion of the month of April:

#### April 16th:

Main feature, "Fighting Blood," starring Dustin Farnum. Fox Sunshine Comedy, "Damaged No Goods." Mutt & Jeff Comedy, "In Spain." Pictorial Life.

#### April 23rd:

Main feature, "Rough Riding Romance," starring Tom Mix. Fox Sunshine Comedy, "Roaring Lions in the Hospital." Mutt & Jeff Comedy, "Chamber Maid's Revenge." Photo Magazine Screen Supplement, "Stars As They Are."

#### April 30th:

Main feature, "The Merry Go Round," starring Peggy Hyland. Fox Sunshine Comedy, "The Tight Squeeze." Mutt & Jeff Comedy, "Pretzel Farming." Scenic Undersea Pictures, "Depths of the Sea."

Wife (reading from newspaper): "Just fancy! A couple got married a few days ago after a courtship which lasted fifty years."

Hub: "I suppose the poor old man was too feeble to hold out any longer."

If you live it isn't wood alcohol.

Small boy (to father who is spanking him)—"There's the twelve o'clock whistle, Pop?"



# MECHANICAL DEPARTMENT NOTES

C.A. MILLS, ASSOCIATE EDITOR



## OH!—LOOK WHO'S HERE!

No, dear Reader, the lady in the above picture is not beseeching the homely looking gentleman—merely draping him for a festive occasion indulged in by a number of the Mechanical Department young ladies.

A suitable reward is offered for the identification of this "he-male" by his friends in the Pacific Electric Railway, with which organization he is not connected, but in business respects closely related. He uses our cars only occasionally, preferring to buzz around in the big "Cad."

On the occasion in question when he was so decorated exteriorly he had taken the demure damsels on a picnic into the foothills. A one lone thorn in a bevy of roses!

Guess who 'tis.

—PE—

## MECHANICAL DEPARTMENT NOTES

I don't want to establish a precedent by inflicting poetry on the readers of the Magazine, but think the short verse shown below can be assimilated by a great many of us to a good advantage, as it is applicable to all, and is very appropriate during these times of the H. C. of L.

### "The Value of a Smile"

The thing that counts the greatest in making life worth while,  
That costs the least and does the most,  
Is just the pleasant smile;  
The smile that bubbles from the heart,  
That loves its fellow-man,  
Can chase away the clouds of gloom  
And coax the sun again,  
Its full of worth and goodness too,  
With general kindness blent;  
Its worth a million dollars and doesn't  
cost a cent.

We are proud to announce that Pomona and Pasadena are now boasting 100% in P. E. Club and Mortuary Membership. This is certainly a good showing for these outside points and we sincerely hope we can soon make a similar announcement from other points. Get busy and investigate for both are well worthy of consideration.

The last remains of the Mechanical Department is about to be removed from Seventh and Alameda Streets. They have just about done everything except take the roof from over our heads, so in self defense we are forced to move. We have stood our ground nobly but the strength of the opposing forces is slowly overcoming us, and we will retreat to our newly erected abode at the New Shops at Torrance. The New Office Building is practically completed, and from all appearances is going to be very complete and modern with an abundance of light and ventilation.

We are glad to announce that our faithful friend, Al Nolan, who has been a patient in the Crocker Street Hospital for some time, is out and around again.

Charles Grant, of the Paint Shop, who has been under the care of Dr. Weber at the Crocker Street Hospital for some time, is rapidly recovering and we hope to see him on the job again soon.

Joseph Versailles, watchman in the Mechanical Department, who has been ill at the Crocker Street Hospital, passed away at 5:20 p. m., March 31st, leaving a widow 69 years of age. Mrs. Versailles has the sympathy of the entire Mechanical Department in her bereavement.

—PE—

## CLUB DONATIONS

During the past month the Pacific Electric Club was the recipient of two beautiful records from Mr. Roland W. Scott of the Los Angeles Freight House, entitled: "Dardanella" and "O (OH!)" medley. These records have been enjoyed very much by the members of the Club.

Mrs. May Barlow, our beautiful and sweet-voiced singer of the General Passenger Department, is making a tremendous hit at our moving picture shows, with her beautiful illustrated ballad songs.

119 visitors were introduced into the Pacific Electric Club by its members and enjoyed its privileges during the month of March.

—PE—

A ton of water from the Dead Sea contains 187 pounds of salt, while that from the ocean has only 31 pounds of salt to the ton.

## OBITUARY

Mr. Robert Barnes, employe of the local Terminal Freight office, who passed away after a long illness at the Monrovia Sanitarium March 28th, was born at Wheeling, W. Va., August 26th, 1864. His remains were interred at the Monrovia Cemetery. A wife and two brothers survive him, though none were able to be present on account of not being able to get into communication with them before the date of the funeral. He was well liked by all who knew him and had many friends.

Mr. Joe Versailes, an employe of the Mechanical Department, who passed away at the Crocker Street Hospital. Mr. Mills of the Mechanical Department, (Associate Editor) has submitted additional information.

—PE—

## POLITICAL WOE

Some one has said, "pity the poor conductor," because of the vicissitudes he occasionally finds in his public contact, but—forget it—listen to the wail of a political candidate and shake hands with yourself: Here is what a dispatch from Clarion, Iowa, has to say of the expenses of one of the candidates in that county:

"The law requires candidates for office to file a report of all expenditures. A patriot of Clarion county ran for office and turned in the following absolutely truthful report of what it cost him to get not elected.

"Lost 1349 hours' sleep thinking about the election.

"Lost two front teeth and a lot of hair in a personal encounter with an opponent.

"Donated one beef, four shoats and five sheep to country barbecues. Gave away two pairs of suspenders, four calico dresses and \$5 in cash.

"Kissed 126 babies, put up 4 stoves, kindled 14 fires, walked 4076 miles, shook hands with 9508 people, told 10,101 lies and talked enough to make in print 1000 volumes. Attended 16 revivals and contributed \$50 to foreign missions. Made love to nine widows—five grass, four sod. Hugged 49 old maids. Got dog bit 39 times—and was not elected by 353 votes."

## Tried To Find The Spike

The superintendent called a meeting of section foreman to instruct them how to save money.

"Now, if you are driving a spike," he said, "and you hit it a glancing blow and it flies into the weeds, instead of picking up another one, go out and get the one in the weeds."

The superintendent was going over one of the sections some time later and found a spike by the fence. He called the section foreman to his office and recalled how he had been instructed about saving money on little things, and then said:

"Mr. Murphy, I found this spike on your section. Now, what have you got to say for yourself?"

"You found it, did ye?" said Mr. Murphy. "Now, you know that me and seven of the men looked two whole days for that spike and never did find it."—Santa Fe Magazine.

## Transportation Department Meetings

The regular monthly meeting of the Northern Division trainmen was held on March 16th, at the P. E. Club, meeting being called to order at 8:15 p. m., by temporary Chairman Snedaker.

The minutes of the previous meeting were read and approved.

### Unfinished Business

Report of Chairman Mills stated that it was decided by the committees from the three divisions in regard to joint meeting that it would be better to handle the trainmen's meetings as they are being held at present.

### New Business

Question of discontinuing the entertainment feature and having an entertainment on Friday night instead of as at present, discussed.

Disposition: Decided that it would be an advantage to start meetings sharply at 8 p. m., and do away with entertainment on trainmen's meeting nights.

By M. M. Williams, that running time between Covina, Barranca street and El Monte be cut down.

Disposition: This will be looked into when making up new time table.

By Mr. Keeling, that the interlocking signal at Mt. Vernon tower, outbound, is hard to see on account of same being in line with poles and red roof of tower.

Disposition: Referred to Mr. Florence to place white board background behind same.

Mr. Riordan stated that providing hat check holder on back of seats was bad idea on account of passengers shifting seats so often on short lines.

Discussion brought out the fact that such was needed, and objection overruled.

Mr. Welch suggested that block signal, outbound, at Echandia Junction, be changed to permissive signal, in order to save delay.

Disposition: Providing four tracks will eliminate this.

By Mr. M. M. Williams, that men should be allowed single track pay for all runs on the San Bernardino line that go beyond Covina on any trip, on account of men having to qualify for single track to work this line and that more is required of the men on this line than of any others.

Disposition: Matter will be looked into.

By Mr. Williams, that wooden pliers be given motormen on 1200 class cars to pull switches and fuses on this equipment; that several had been burnt by these switches.

Disposition: Referred to Central Safety Committee.

By Mr. Riordan, that on account of new safety stop at fire house on Aliso street, stop could be eliminated at Los Angeles and Aliso streets; also that outbound stop at Commercial street and San Pedro be eliminated.

Disposition: Referred to Mr. Smith.

By Mr. A. P. Smith, that inbound trains turning from Aliso street to San Pedro sometimes foul outbound trains on account of no clearance marks at this point.

Disposition: Mr. Bradley will have this checked up.

My Mr. Riordan, that CDT 2 tickets are perforated on wrong side.

Disposition: Referred to Mr. O. A. Smith.

My Mr. Riordan, that during business hours Short Line passengers be unloaded from front end and loaded from rear end on Main street.

Disposition: On account of so many stop accidents it was ruled that was unsafe.

By Mr. Riordan, that rules on flagging should be changed so that when a man is called in he should leave a yellow instead of a red one, as called for by rule. This in order to save delays to following trains.

Disposition: This would be against the standard rule and would sacrifice safety for speed, and should not be done.

By Mr. Riordan, that C 2 Special tickets are of poor quality and do not tear properly; also that this ticket is put together wrong.

Disposition: Referred to Mr. O. A. Smith for consideration.

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

C. H. BELT, Secretary.

— PE —

The Northern Division, Eastern Lines, trainmen, held their regular monthly meeting on March 9th, at San Bernardino, Chairman D. J. Finley calling the meeting to order at 7:30 p. m., with approximately thirty men in attendance.

The minutes of the previous meeting were read and approved.

### Unfinished Business

Seniority of Motorman C. L. Ellis.

Disposition: When Motorman Ellis applied for work he requested train service but, for the company's convenience, was arbitrarily assigned to the business of guard. Under these circumstances it was ruled, as has been done in several similar cases, that his seniority as trainman would stand from his date of entering service.

Low joints on the Colton-Arrowhead line.

Disposition: The Maintenance of Way Department is preparing to repair this track.

Waste of stationery at Riverside Station.

Disposition: Bulletin has been posted to conductors to be careful in the use of same, and it is being checked up to see that the rule is observed.

Baggage car to operate via La Cadena and Market street, the register station can be changed from Vine to La Cadena, and light circuit installed between same points.

That the Seventh street cars in Riverside use the single track between Market street and the Santa Fe station.

Disposition: This was taken up before the city officials and they do not wish to grant permission for same.

That dispatchers fail to give operators of gasoline cars the proper information.

Disposition: Dispatchers have been re-instructed in regard to giving the proper information of extra trains to Maintenance of Way employes on gasoline cars.

That curtains be fixed back of motorman on 200-class cars.

Disposition: This matter was discussed and it was agreed that they could not be installed on this class of equipment.

That bank of lights be placed over No. 1 switch leading into the carhouse at San Bernardino.

Disposition: The Electrical Department is arranging to place light at this point.

That a curve be installed from Seventh to Market street, Riverside.

Disposition: The installation has been considered and it is felt that the expenditure involved would not be warranted at present. The Riverside-Redlands cars stop in front of the station on Seventh street and conductors go to the station and announce departure of trains. Under the circumstances this is felt to be sufficient.

That new style of switch be installed leading from the Highland line on to the Oil Spur.

Disposition: This switch has been installed.

That shade be put back of the cluster of lights in car No. 1311.

Disposition: Mr. Gilbert of the Mechanical Department, advises that this will be done when the car goes through the shops for repairs.

That trains 20, 28 and 78 do not stop between Riverside station and Hancock to prevent picking up Cement Plant employes.

Disposition: This has been taken up with Mr. McDonald, general superintendent of the Cement Company and he states that he will issue bulletin covering this operation.

That gas stove be installed in the Trainmen's Room in Riverside.

Disposition: This matter has been considered and it is felt that all things considered, a coal fire is probably the most economical therefore no changes are recommended.

### New Business

By C. L. Ellis, that there be an extra air handle and change-over handle, also power fuse, left at Rialto substation for 1200 class cars for the reason that sometimes these cars do not carry this equipment, which causes delay.

Disposition: Referred to the Mechanical Department.

By W. W. Cooper, that whistles on 500-class cars be adjusted so that their sound will be more efficient.

Disposition: Referred to the Mechanical Department.

By E. W. Moore that there is some misunderstanding as to the rate of pay of the crew on the Line Car. He understood that it would be single track pay but the timekeeper is only allowing pay for work performed on certain lines, such as single track interurban and local.

Disposition: Referred to Mr. Bradley.

By J. M. Mills, that the newsboys make so much noise upon the arrival of train No. 53 that it is impossible for the conductors to hear the dispatcher over the telephone, also they get in the way of passengers.

Disposition: Referred to Mr. Peachey.

By J. Hunckler that the switch locks on derailleurs, especially on the Los Angeles line, are being broken and thrown away, which leaves them in an unsafe condition.

Disposition: Referred to Mr. Bradley for adjustment.

By J. Hunckler, that yellow flags on the Los Angeles-San Bernardino line are not being respected.

Disposition: Referred to Mr. Bradley.

By M. B. Woods, that the rate of pay for the operation of one-man cars before the strike was two cents more than local pay, and since the strike they are receiving only local pay.

Disposition: Referred to Mr. Bradley.

By M. B. Woods, that there are no stop signs at Beverley and Elmwood stops, on the Brockton avenue line.

Disposition: Referred to the Electrical Department.

By M. B. Woods that station lights on the Riverside-Redlands and Corona lines are not being turned on and off as they should be.

Disposition: Referred to Mr. Peachey.

By J. A. Severance, that the racks in the 1200-class cars are very dirty, caused by placing overcoats and other articles in them, which soils them very considerably.

Disposition: Referred to the Mechanical Department.

By C. Rockoff that the signal cans are not placed in the holders properly, and when taking them out it trips the fastener to the cover and allows torpedoes and fuses to drop out on the floor.

Disposition: Referred to Mr. Peachey.

By M. B. Woods, that the steps on 500 and 200-class cars break very easily on account of the side irons being taken off.

Disposition: Referred to the Mechanical Department for attention.

By W. C. Monroe, that stop sign be placed on Brockton avenue on other side of the old S. P. tracks leading through Market street yard.

Disposition: Referred to Maintenance of Way Department.

By J. Nichols, that a red light be placed on Orange street, approaching the curve leading on to San Bernardino avenue, for the information of the motorman when approaching that point, inbound, as this is a very dangerous curve on account of it being short,

also more or less pepper leaves always on the track.

Disposition: This was discussed and it was agreed that oft-times this light would be out or not turned on, and would be misleading, and it was, therefore, decided not to recommend the installation of same.

By Mr. Mapstead that the Orange Empire cars are running too fast around the curve outbound located between Muscat and Fontana.

Disposition: Referred to Mr. Bradley. By M. B. Woods, that cards be placed in each car so that the motorman can make notation on same should they need repairs, for the reason that the day men are relieved on the line and have no way of reporting same only to the men relieving them. When such cars are taken to the barn the Mechanical Department could check up the card and when repairs were made O. K. them as many times the car is taken into the barn and no mention is made of any defects.

Disposition: Referred to Mr. Bradley for attention.

By J. A. Severance, that the motors at San Bernardino, that are to be used at night time are found without oil in the lanterns or signal protection.

Disposition: Referred to the Mechanical Department.

By J. A. Severance, that outbound trains on the Riverside-Redlands line, be allowed two minutes more running time between Riverside and Palmyrita, also Grand Terrace, account of same being time table meeting points.

Disposition: Referred to Mr. Peachey.

By D. J. Finley, that the trees be trimmed located on the west side of the track between the south switch of the Gravel Pit and the Santa Ana River bridge, so that the motorman will have a better view when coming around the curve at this point.

Disposition: Referred to the Maintenance of Way Department.

By W. C. Monroe, that the trees be trimmed located on the west side of the track, near Lytle Creek Bridge on the Riverside line, so that the motorman will have a better view coming around the curve.

Disposition: Referred to the Maintenance of Way Department.

There being no further business before the meeting, adjourned at 9:30 p. m., to meet at Riverside, Tuesday, April 13, 1920.

F. E. PEACHEY, Secretary.

#### SOUTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Southern Division trainmen was held on March 16th, in the Auditorium, Pacific Electric Club, Chairman Mulligan calling the meeting to order at 8 p. m.

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

##### New Business

By Chairman Mulligan, that men do not always get prompt information from auditor when taking up shortages and discrepancies in accounts.

Disposition: Mr. Davis stated if any such cases come up in future, come to him and he will personally look into it. Under new arrangement, notices of shortages will be sent out within 10 days.

Mr. Davis asked an expression of opinion as to holding entertainments on same night as meetings and if it would be agreeable to have meetings on Tuesday only and hold entertainments every Friday night.

Disposition: Moved and seconded to have no entertainment on meeting night, and have them every Friday night. Carried.

By Mr. Mulligan, that gatemen frequently allow passengers through gates after train due to leave, causing delay and chance of accident account liability of belated passengers attempting to board moving trains.

Disposition: Mr. Davis will look into it.

By Mr. Rich, that a bad condition exists at Pier A, Wilmington, in connection with new Catalina service account no lights.

Disposition: Mr. Davis will arrange to have lights installed.

Assistant Superintendent Taylor called attention to complaints from ac-

counting department in connection with carelessness of conductors in handling their reports and money; that 41 men failed to send in their monthly reports for February. Improvement in this essential part of their work must be made.

Be prompt to flag; motorman should not wait until train has come to stop to whistle out flag; can usually anticipate and slow down promptly so flagman can drop off and thus gain time and distance.

Continually study the welfare of the company and safety of passengers. Read your time tables and bulletins, study them so as to become thoroughly familiar with them; that's what they are for. You cannot advance unless you study and pay attention to work.

Complaint made that inbound trains coming on to elevated structure Sixth and Main street terminal, are handicapped in observation of signals, by reason of outbound trains awaiting departure, standing with headlight turned on full; suggested that incandescent lights be used in headlights as far as Watts. Also some headlights badly in need of adjustment.

Mr. Bishop stated dimming of headlights on Viaduct a good idea but not on private right of way as far as Watts. Motormen should learn how to use the headlight switches controlling dimmer, etc.

It is also possible for motormen to adjust their headlights on the road by means of adjusting screws and they should learn how to do it. If headlights are out of order they will be fixed.

Practice prevails on some short runs on Long Beach Local lines, to use one marker on each end of car, instead of two and changing both at each end of line; suggested markers and signal cans be dispensed with on Magnolia avenue line.

Disposition: Mr. Davis will look into the situation.

By Mr. Mulligan, that some action be taken to curb rowdiness on shipyard trains; pulling emergency air cord and otherwise interfering with operation of trains.

Disposition: Mr. Davis stated could put an officer on trains to take care of the trouble makers, and this would be done if conditions did not improve.

By Mr. Mulligan, that on account of short running time and heavy loads, it is not possible to hat check passengers on San Pedro-Long Beach line; some men have been given demerits for not using hat checks on this line.

Disposition: Mr. Davis stated the line in question had been excepted from the hat check regulations and if any discipline had been assessed it would be cancelled.

Mr. Patton, of the Passenger Department, stated they had a new type of hat check under consideration, and would arrange for trying them out in the near future.

Attention was directed to practice of some of men giving three bells as stop signal to discharge passengers at Slauson Junction, Long Beach Line, outbound.

Disposition: Rules and regulations governing should be strictly adhered to.

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

G. H. GRACE, Secretary.

#### WESTERN DIVISION TRANSPORTATION MEETING

The Western Division Trainmen's meeting for March was held in the Committee Room of the P. E. Club on March 16th, with Mr. Bert Shangles chairman.

Upon motion reading of the minutes of the previous meeting waived.

##### Unfinished Business

Complaint that no arrangements were made for time to eat on some of the runs:

Mr. White stated that after looking into the matter very carefully he finds it impossible to arrange for relief time to eat on straight runs. Most of the men holding these runs at the present time state that they find plenty of

time to eat and are satisfied with present conditions.

Chairman Shangles agreed with Mr. White, stated he had studied the matter some since the last meeting, believed the runs were satisfactory as at present outlined and ordered discussion closed.

Glendale Line-East Broadway. No platform.

Mr. White stated that this matter was up with the Maintenance of Way Department at the present time, they were arranging to put in platform, and that he would follow it up vigorously.

Complaint that lunch room at Sherman was not as clean and did not serve as wholesome food as was desired.

Mr. White stated he had taken the matter up with Mrs. McDonald; she stated that possibly there had been some cause for complaint on account of her inability to keep help, changing continuously, and promised to see that conditions were improved, he understood an improvement was noticeable.

##### New Business

Chairman Shangle:—The first new business to come up before the meeting was the election of a chairman, his term having expired at this meeting.

On motion by Mr. Hershey, seconded by Mr. Edmonds, Mr. Speake was unanimously elected to fill the chair for the ensuing three months.

That there should be some improvement in the form of hat check used and some definite instructions as to the hat checking of passengers. A great many of the conductors are using a system of their own.

Mr. Smith stated they were using a new form of hat check on the Glendale Line, he understood it was very satisfactory and asked for further discussion from some of the conductors.

Remarks were made by Messrs. Edmonds, Sutherland, Clayton, Croteau and others, after which Mr. Smith stated he would go into the question further and would try to make improvements along lines mentioned.

Complaint that some of the old men were bidding in runs, holding them for three or four days and then bidding in other runs. Suggested that when the men bid the runs in, they should be required to hold them for 30 days.

Mr. White stated that this question had caused some comment in the past but that he thought it was up to the men.

Mr. Speake stated he did not think it right to make a man hold a run 30 days but suggested that runs be posted for bid every 30 days only.

Chairman Shangle agreed with this suggestion which led to considerable discussion between Messrs. Clayton, Speake, Shangle and White.

The chairman finally ordered the question held over as unfinished business until the next meeting.

Mr. Edmonds made motion that bulletin be posted calling the attention of trainmen to the fact that this question would come up for disposition at the next meeting. Motion was seconded by Mr. Clayton and carried on vote.

Suggestion that all cars be equipped with fire extinguishers, especially interurban cars.

Mr. White stated that the question had been up at Safety Meeting from time to time in the past, that some interurban cars were equipped with extinguishers at present, but were not a success on account of the fire extinguisher not being used very often.

Mr. Jenks—That he would like something definite about the signing of cars. Is it up to the Mechanical Department or train crews if improper signs are displayed on cars.

Mr. McPherson stated he was glad the question had been brought up; that he had taken the matter up with the vice-president, Mr. Small, and the superintendents and it was definitely understood that when a car leaves the terminal, the proper signing of this car was up to the Mechanical Department, but that any change in routing made between terminals should be made by the train crews.

There being no further business, the meeting adjourned at 9:12 p. m.

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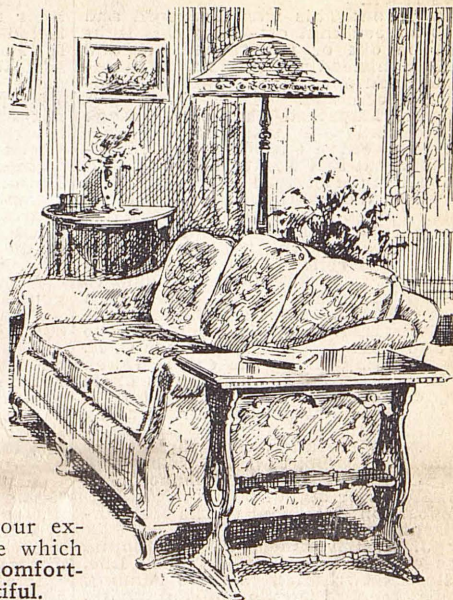
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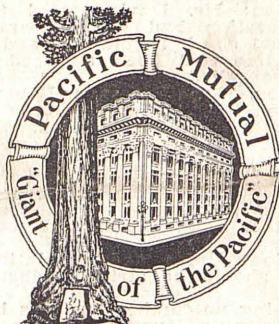
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