



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

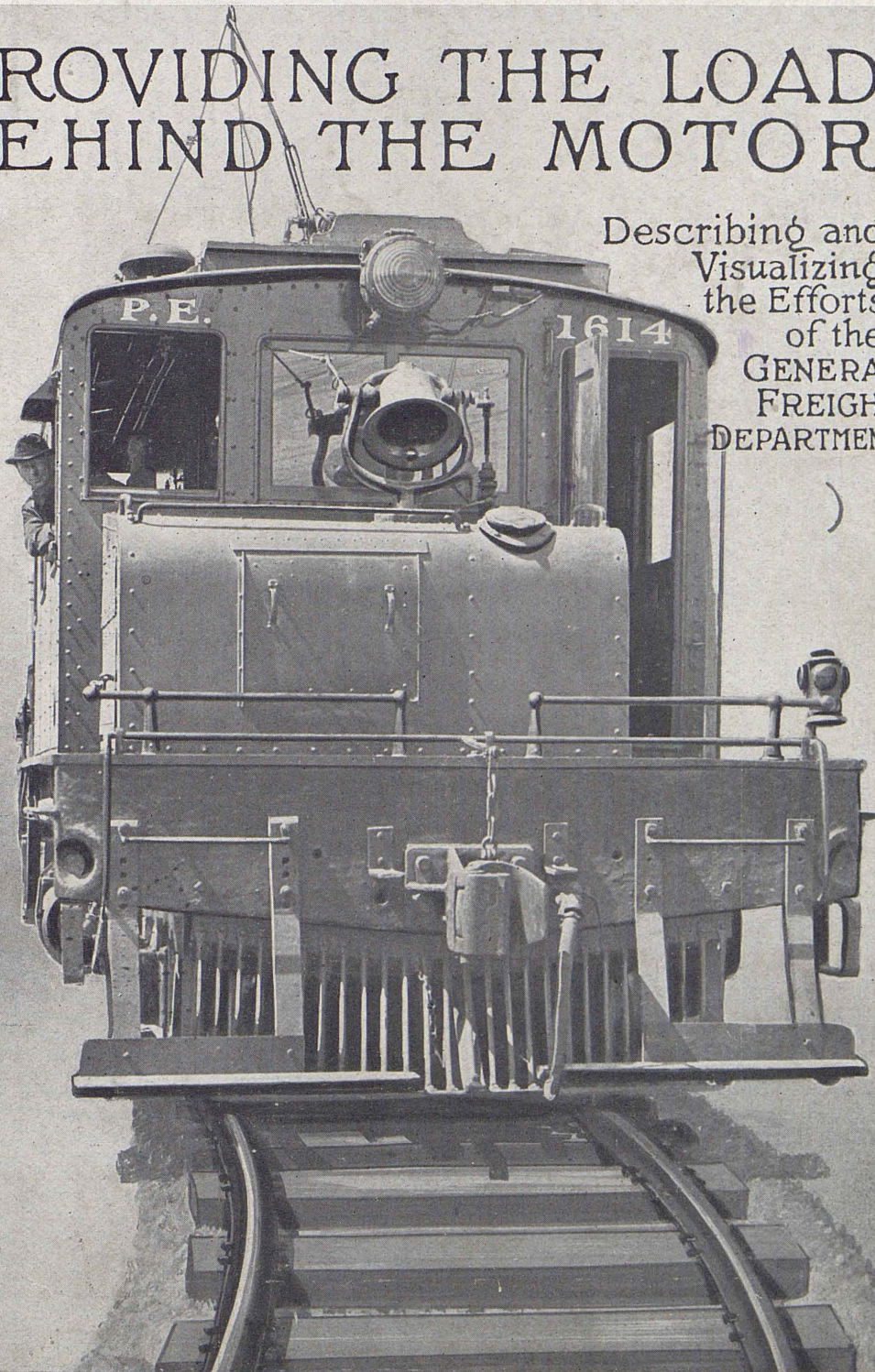
Vol. 5

LOS ANGELES, CAL. AUGUST 10, 1920

No. 3

PROVIDING THE LOAD BEHIND THE MOTOR

Describing and
Visualizing
the Efforts
of the
GENERAL
FREIGHT
DEPARTMENT





Sectional View of General Freight Department Office.
Insert:—T. J. Day, General Freight Agent.



THE FREIGHT TRAFFIC OF THE PACIFIC ELECTRIC RAILWAY

By T. J. Day, General Freight Agent

THE period in which the public associated the Pacific Electric Railway Company only with the transportation of passengers no longer exists in Southern California. Although the major portion of our revenues are derived from the transport of passengers, the freight transportation facilities of the Pacific Electric Railway Company have played an important and necessary part in the progress of the territory it serves and continues to supply Southern California with a modern, fast and reliable freight transportation medium that is advantageously situated for industrial, commercial and development activities.

Expanding from an Electric Railway transportation facility originating less than one thousand cars per year, it has now become a system handling in excess of one hundred

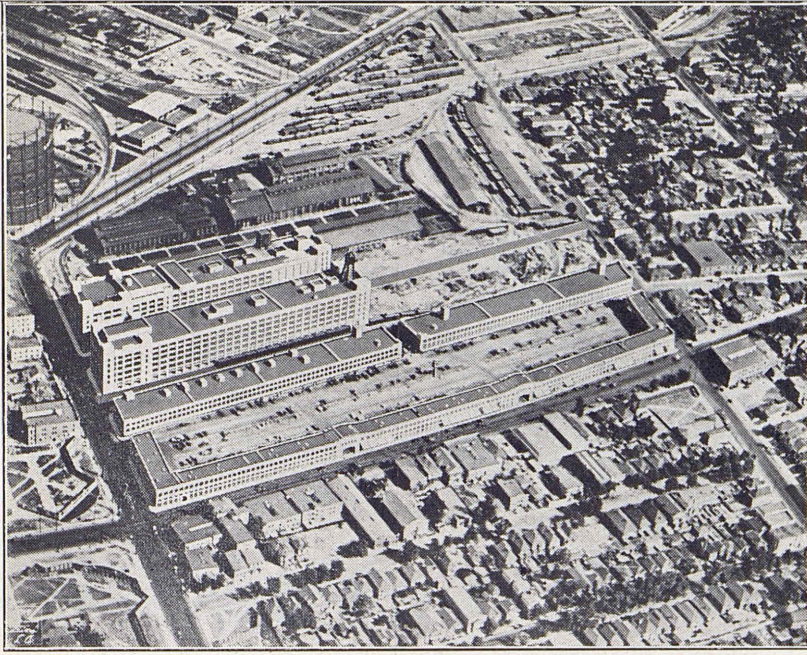
thousand cars each year in commercial traffic, performing a general interchange of carload and less than carload freight in connection with all railroads entering Los Angeles, in addition to the interchange of freight at other direct junction points. Its tracks also directly serve the forwarding and receiving wharves and warehouses at the Los Angeles Harbor, operating a direct freight service in connection with domestic and foreign steamship traffic.

Generally speaking, the freight traffic handled on this system is practically the same as that on any steam road, including both carload and less than carload, industrial switching and other incidental transportation services. The Pacific Electric Railway Company handles a considerable volume of steam line equipment between its various stations in addition to that owned by itself. The freight equipment owned by this road consists of 1227 freight cars and 38 freight

motors, the former being constructed to conform to steam line standards. The 38 freight motors are of electric type and range in weight from 52,000 to 127,750 pounds, 15 being of the large type and 23 of the smaller class, which we use in yard and work train service. Two gas-electric combination locomotives are also in regular service and two additional steam locomotives are used in special industrial switching service.

Having steam line connections and co-operating with its older steam brothers, through trans-continental freight is interchanged and handled under through billing arrangements at uniform rates with two steam lines and physical connections for the interchange of traffic is provided with the third transcontinental carrier.

The Pacific Electric Railway Company was one of the first pioneer electric lines to arrange with the steam railroads for the interchange of freight and as a result enjoys business which



Aeroplane View of Los Angeles Union Terminal and Pacific Electric Freight Terminal

has been developed, to and from all territories, at the same time acting as a feeder between the steam lines serving Los Angeles and outlying districts.

Out of the 616 miles of road operated by this Company, 488 miles are used in freight operation, the greater portion of which is, of course, joint with passenger traffic.

This Company has, necessarily, made large investments to take care of its steadily increasing freight traffic and since 1912 it has invested in either freight facilities, freight and passenger facilities combined, in excess of \$7,500,000 of which not less than \$1,750,000 is for freight purposes exclusively and of the balance, representing joint facilities, more than half is for freight business.

There are now fifty-five freight agencies maintained at the various points on Pacific Electric lines, in addition to the 291 non-agency stations. Approximately 400 employees are exclusively engaged in freight work besides those whose duties are of a joint freight and passenger nature.

Our freight revenues for the calendar year 1919 amounted to \$2,614,533.87 which represents 24 per cent of the total income of the Company for that period. As a comparison in volume it may be of interest to note that for the calendar year 1913 the freight revenues of the Company amounted to \$1,188,612.49, thus reflecting an increase last year of more than 100 per cent over 1913. The outstanding feature surrounding the growth of the electrical railway freight service has been its promptness in the handling of all commodities, particularly perishables, coupled with its frequency of service which is essential to handle the large amount of transcontinental business produced by the citrus fruit industry.

THE FUNCTIONS OF THE GENERAL FREIGHT DEPARTMENT

By George F. Squires

Chief Clerk to General Freight Agent

The General Freight Department is composed of the General Freight Agent and his staff, namely General Agents, Traveling Freight Agents, Rate Clerks, Tariff Compilers, Statistical Clerks and incidental office force, coupled with the Freight Claim Department.

The main purpose of the General Freight Department is to serve as the point of contact between the Com-

pany and the shipping public; to promote and encourage the selling of freight transportation service; to establish and maintain rates reasonable and commensurate with the service performed, maintaining at all times a spirit of co-operation with shippers; to foster commercial and industrial growth and development as well as to promulgate required rules and regulations incident to the handling of freight traffic.

A freight rate may be defined as a price charged for changing the location of something and it has been the effort of the General Freight Department to demonstrate that it is not the result of a concentration of railroad genius of the past fifty years upon the task of making it entirely impossible for the agent or shipper to understand a railroad book of tariffs.

The Pacific Electric Railway Company, in addition to its local tariffs, is named as a participating carrier in the many tariff issues of the Pacific Freight Tariff Bureau, which is a publication bureau for joint thru rates applying between railroads situated west of the Rocky Mountains. We also participate in the through transcontinental rates provided in the tariffs issued by the Transcontinental Freight Tariff Bureau for all territory east of the Rocky Mountains including Canada. We are also party to numerous other joint issues applying in connection with steamship traffic and other general tariff publications observed throughout the United States.

The publication of freight rates, rules or regulations affecting same are governed by the mandatory provisions prescribed by the Railroad Commission of the State of California for California State traffic, and the Interstate Commerce Commission for interstate traffic.

American Railway Express

As an important adjunct to the transportation of freight comes the traffic of the American Railway Ex-



Delivery of Freight at Our Los Angeles Freight Terminal



Interior Sectional View of Delivery Shed—Los Angeles Freight Terminal

press Company handled over lines of the Pacific Electric Railway Company in Southern California.

By agreement with this vast express handling organization, which embodies, practically all railroads operating within the United States as well as Canada, the Pacific Electric Railway Company furnishes operating facilities for the handling of express matter between their many stations as well as interchanging business to or from all points reached thru the medium of express transportation.

In the majority of cases our local freight or ticket agents, act jointly as representatives for the American Railway Express Company.

The volume of this class of traffic handled over our rails is increasing from year to year proportionately with the increased density of the commercial activities of territory served, our revenues last year aggregating in excess of \$175,000 from this source.

Thirty-one exclusive motor express cars, together with one combination mail-express car, are at the present time operated by this Company in this class of service, in which connection frequent and convenient schedules are maintained according to the requirements of traffic.

Citrus Fruit Traffic

That Southern California leads in the citrus fruit industry in the State is shown by the fact that 87 per cent of the total production of oranges and lemons annually is the output for the Southland section. Most of this large percentage of citrus products comes from the vicinity of Los Angeles. Two-thirds of the production consists of navel oranges. They are marketed from April to January. Ninety-eight per cent of the lemons grown in California are harvested in the Los Angeles district.

So thoroughly has the citrus fruit industry been developed adjacent to Los Angeles that the marketing of

the products has become a year round job. In valuation this industry alone has brought to the growers annually \$30,000,000 to \$50,000,000.

The citrus industry of California today represents an investment of \$225,000,000 which is confined largely to the Southern counties served by the Pacific Electric Railway Company. It is these counties that supply the greater part of the world with oranges and lemons, with the grapefruit at the breakfast table, and it is in these counties that the transportation mediums have helped to make possible the citrus industry that is to a large extent responsible for the existence of dozens of thriving municipalities, cities, which are the cen-

ters of their respective citrus districts.

From the standpoint of acreage and production it may be reasoned that the orange is the most popular fruit in California, as statistics for the past year reflect a bearing district composed of 116,470 acres, non-bearing district of 40,819 acres, the production therefrom being 15,858,939 boxes.

The lemon is one of the most important fruits grown in the United States, whose entire production is confined practically within the borders of the State of California. The bearing acreage of lemons in California is given as 26,744 acres, non-bearing acreage as 15,297, producing a total of 3,792,030 boxes.

As nature fails as a producer of uniform fruits, man has standardized them to make them uniform in size, quality and condition, and thereby acceptable to the country's buyers. The process of washing, grading, sizing and packing takes place in packing houses, fifty-one of which are served by rails of the Pacific Electric Railway Company in Southern California.

The Packing Houses are mostly owned by associations of growers and are operated at cost. The modern orange and lemon packing house exhibits all the efficiency of an up-to-date factory. Ingenious machines save time and labor and minimize error. From beginning to end the fruit is handled with the most care to avoid bruises, which inevitably results in decay or impaired quality.

With the establishment of through transcontinental rates with the Southern Pacific and the Los Angeles & Salt Lake Railroads, a great impetus was given to industrial expansion along lines of this Company, the most noticeable being that in the citrus fruit industry. Prior to the existence of through rates in 1913, this Company was receiving citrus fruit shipments amounting to approximately 75 carloads per year originated by three



Sectional View of the Los Angeles Union Terminal Served Only by Pacific Electric Railway



Citrus Fruit Packing House at San Fernando Mission

of the five packing houses served by its rails, the other two houses then utilizing their outlet with steam line connections.

During the season of 1914 the citrus shipments amounted to 961 cars and for the season of 1919 increased to 6391 cars. This remarkable growth in the citrus fruit industry has made it the most important revenue producing factor that the Company has from a freight transportation viewpoint.

— PE —

INDUSTRIAL DEVELOPMENT

By F. C. Weeks
General Agent, General Freight Department

The industrial development of this Company is fostered thru the efforts of the General Freight Department in conjunction with the Engineering Department in negotiating with prospective industries, advising as to the feasibility of serving proposed industrial sites with adequate trackage, the planning of industrial track layouts and the furnishing of cost estimates for installing track. It is, of course, the policy to endeavor at all times to locate new industries on the property of this Company at the various stations along its lines.

In addition to geographical advantages, two of the most important factors in promoting industrial development are proficient freight service and the matter of equal or advantageous freight rates.

During the past ten years there has been a constant and permanent development in general industrial activities and the Pacific Electric System is so located that the industrial center which it serves is by no means restricted to the citrus or harbor districts.

A portion of California's oil fields, together with the many allocated industries incident to marketing the

varied products thereof, are served by this Company; El Segundo and Wilmington being the more important refinery sites. Here originates the fuel supply to meet the ever increasing needs for motor power which has occasioned an almost continual expansion of refinery facilities to meet the public necessity of increased production.

Los Angeles now has become a manufacturing as well as distribution center of rubber tires and our electric railway facilities tap the industry of the Goodyear Tire & Rubber Company, which enterprise alone covers 550 acres, the first unit of which will

employ nearly four thousand five hundred operatives with a production output of 7,500 tires a day, this exclusive of the cotton industry under which roof will be employed more than three thousand operatives.

At Torrance, a point midway between the port and the business center of Los Angeles, stands a modern industrial City of itself. At this point is located the car shops of this Company, in close proximity to which are located other industries of large magnitude such as the Llewelyn Iron Works and the Union Tool Company known throughout the commercial world.

The industrial growth of the road is obviously remarkable in view of the fact that we are now serving in excess of 400 industries.

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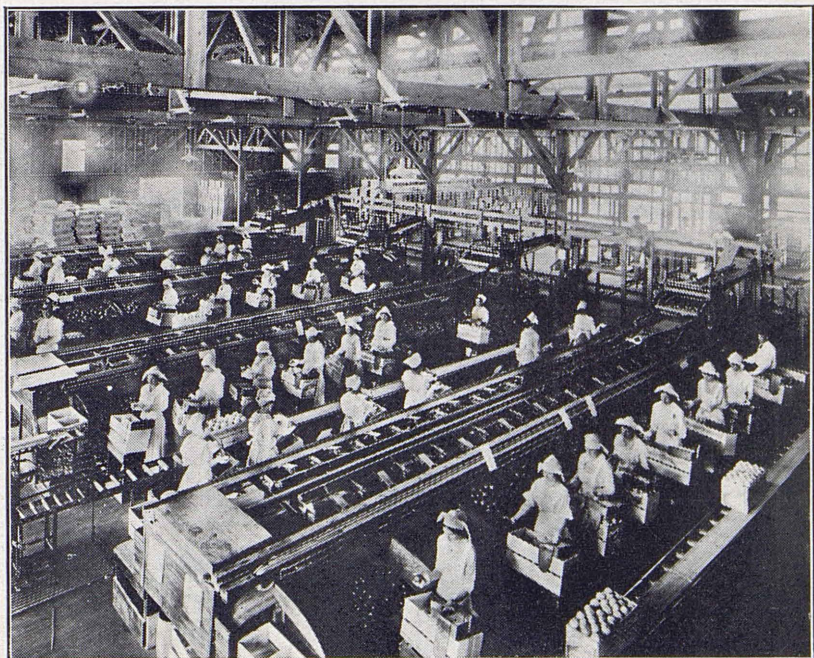
TRAFFIC IN CONNECTION WITH STEAMERS

By S. E. Cooper
Traveling Freight Agent, General Freight Department

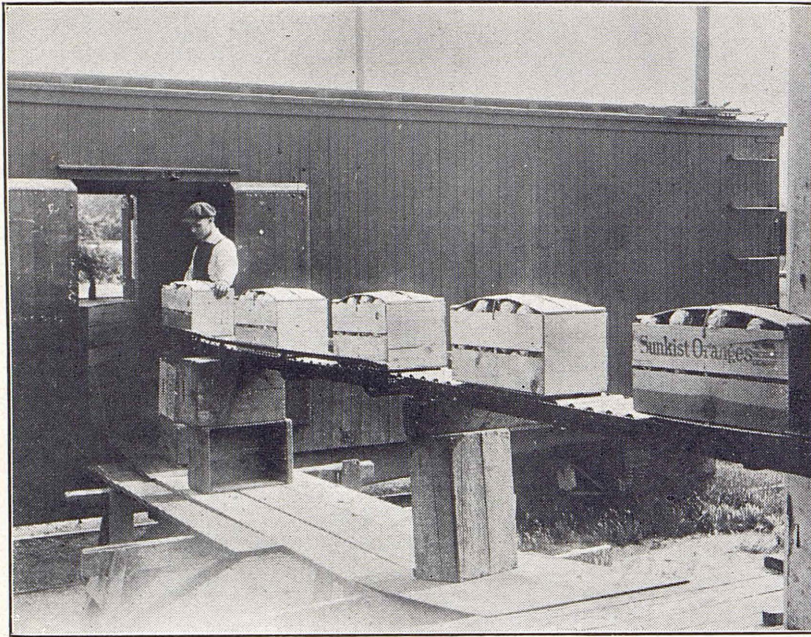
The strategic location of Los Angeles with reference to trade by land and sea, the ability of Southern California to market and manufacture in enormous quantities the commodities that people demand, as well as the surrounding territory of great agricultural productivity has contributed immensely to the heavy volume of business passing through the Los Angeles Harbor.

Coincident with the development of Los Angeles Harbor as a port for world commerce, have sprung commercial activities of varied types, which, in addition to the increased flow of steamship traffic, both of domestic and foreign character, has established our electric railway freight service as a recognized factor in the industrial life of the community.

Water commerce has forged ahead



Interior View of Citrus Fruit Packing House, Showing Grading and Packing Methods



Method of Loading Citrus Fruits

within recent years at a tremendous pace, Wilmington, San Pedro and Redondo Beach being the principal gateways through which freight in vast quantities is now being handled in conjunction with the freight service of the Pacific Electric.

The adjoining districts of San Pedro and Wilmington comprising the Port of Los Angeles, has been the source of large expenditures by both the City of Los Angeles and the Federal Government in improving its water front and providing adequate wharves and piers in addition to warehousing facilities.

The municipal terminal railway, composed of approximately 14 miles of trackage serves all water front improvements and in addition to the Pacific Electric doing a heavy steam railroad freight business, this Company performs practically the entire switching service over trackage of the municipal terminal system at Wilmington and San Pedro for account of the steam lines serving the Harbor District.

The steamship traffic handled to and from wharves at Wilmington is of enormous magnitude. This business at present consists principally of coastwise traffic, however, the import and export movement is increasing to such an extent that it is expected to equal the volume of coastwise traffic within a comparatively short time.

The principal coastwise carrier serving Wilmington is the Pacific Steamship Company whose operations also extend to a material extent to export and import traffic, also acting as agents for the North Atlantic and Western Steamship Company plying between the Atlantic and Pacific Coasts thru the Panama Canal.

The Los Angeles-Pacific Navigation Company and McCormack and McPherson represent the largest import and export water carriers operating between Wilmington and the Orient.

Various other steamship lines operate what is commonly called tramp service between Wilmington and points all over the world.

Coupled with the waterfront facilities of Wilmington, should be considered San Pedro, which is possessed with one of the finest combined natural and artificial harbors in the world. As the port for the City of Los Angeles, San Pedro and Wilmington have become in recent years one of the most important ports of the world.

Southern California, Arizona, Nevada, New Mexico, Utah and Western Texas are all within the economic transportation radius of the Port of San Pedro. San Pedro is reached by steamer and rail lines from every

direction. Direct steamer service between Seattle, San Francisco and San Diego is maintained by eight passenger and freight steamship companies. Numerous lumbering companies operate schooners between San Pedro and all of the ports of the Pacific United States and British Columbia. Four steamer lines serve this port and Central and South America. Two are operating ships between San Pedro and China and Japan, and steamers to and from Europe are frequent callers.

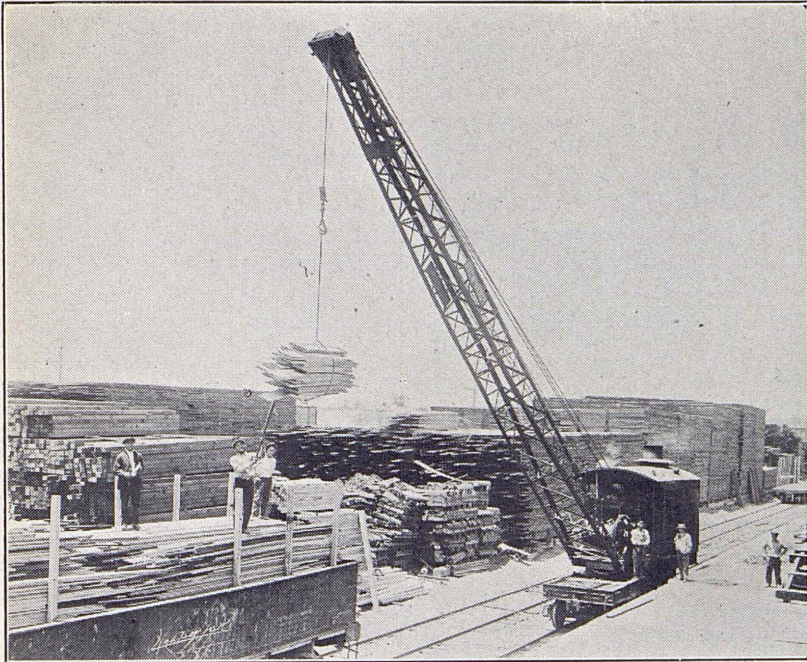
San Pedro has outgrown its clothes in the last ten years and the remarkable growth is reflected in some degree by the erection of a modern freight and passenger depot by this Company. The principal cause for the unusual increase in freight traffic to and from these points is attributable to some extent to the establishment of immense ship yards, the growth of the sea food industry and the assignment of the United States Navy, Pacific Fleet Headquarters and the U. S. Navy Submarine Base. Here is also located the City's Municipal Warehouse No. 1 having a floor space of 11 acres or a storage capacity of approximately 5,000,000 cubic feet. Adjacent to this point is also found the municipal cotton compress having a capacity of 75 bales per hour. Last season this compress handled 15,000 bales and prospects for the coming period are that it will handle 50,000 bales.

San Pedro is the largest import lumber port in the world, the receipts for 1919 having totaled 484,025,203 board feet.

Among the more important privately owned wharves at San Pedro is that of the Outer Harbor Dock and Wharf Company which is probably the largest privately operated wharf utility situated in the Harbor District. Here millions of feet of lumber and many thousands of tons of miscellaneous freight are handled and stored



Solid Train of 2000 Tons of Wood Pulp From the Orient on Transfer From Wharf for Movement Over the Pacific Electric



A Typical Scene at the Largest Import Lumber Port in the World; Pacific Electric Equipment Being Loaded at San Pedro

monthly, this industry being the greatest single factor the Pacific Electric has as a revenue producer in San Pedro.

Redondo Beach as a prominent port for the entry of lumber for Southern California consumption needs no introduction. While not as extensive as San Pedro in this respect, the volume is steadily increasing in an appreciable amount. At this port the Pacific Electric Railway Company own and operate the wharf used for handling this lumber traffic and is the only point on the system where wharfage and handling services are actually performed by this Company.

— PE —

DEVELOPMENT OF TRAFFIC

By George H. Payne

Traveling Freight Agent, General Freight Department

The solicitation of freight traffic is a feature which is given very close attention by the General Freight Department and in connection with which is embodied the activities of the Traveling Freight Agents, Local Agents and other traffic representatives forming a sales force equal to that of other industrial concerns.

Our local representatives are numbered among the most important factors we have in securing business and the importance of continuous activity is stimulated by vigorous solicitation campaigns.

— PE —

LOS ANGELES TERMINAL

By F. F. Willey

Chief Rate Clerk, General Freight Department

The Los Angeles Freight Terminal located at 8th and Hemlock Streets comprises a facility made up of an inbound and outbound warehouse supported with suitable team, hold and distribution trackage. The inbound

warehouse alone dispatched in excess of 2,700 trucks and wagons loaded with merchandise for Los Angeles merchants during the month of January this year in addition to with approximately 7,000 carloads of freight were handled thru the terminal during the same period.

The average freight train out of our Los Angeles freight terminal is 15 cars, hauled by powerful electric locomotives, each capable of hauling on a level in excess of forty loaded freight cars.

During the month of January, 1920, the volume of less carload traffic for-

warded from this terminal aggregated 8,489,280 pounds of freight. In this less carload tonnage there were 12,230 shipments. The inbound or received less carload freight for the same month totaled 8,960,780 pounds, which was unloaded from 665 way and merchandise cars.

Los Angeles being the hub of one of the greatest interurban electric transportation railway systems in the world, the freight terminal of this Company is in reality a clearing house for the distribution of freight destined to points on its many lines radiating into very rich agricultural and manufacturing territory in every direction.

— PE —

CAR DISTRIBUTION

By R. S. Maison

Car Service Agent

An important factor in the freight traffic of a railway is the Car Service Agent's office of the Transportation Department.

The duties of this department are varied, the most important of which is to obtain the maximum service from the freight equipment available, and at the same time maintain the greatest degree of satisfaction among the shippers, without discrimination.

A large item of expense which has to be closely watched by this department is the "Per Diem charge." That is, the payment for use of railroad owned equipment other than Pacific Electric Railway Company ownership, which at the present writing is 90 cents per day per car, just double the rate in effect in 1914.

With the ever increasing number of foreign freight cars coming to our lines it is quite a problem to keep Per Diem expense down to a minimum, a delay of one day to each car would amount to quite a large sum even for a short period of one month, however,



Pacific Electric Freight Trains Being Loaded at Outer Harbor, San Pedro



One Hundred Thousand Sacks of Cement, Moved by Pacific Electric, Being Stored in Outer Harbor Warehouse for Export

by following all cars closely and with the aid of Dispatchers, Yardmasters, Agents, Train Crews and others, considerable unnecessary Per Diem expense is avoided.

There are two main divisions or classes of equipment asked for, namely, refrigerator cars for loading perishable foodstuffs and freight cars for loading any of several different commodities.

When an order is accepted for a refrigerator, it has to be determined whether pre-iced or dry is wanted, also it is necessary that shipper be bonded, these orders are filed separately and towards the close of the day are entered in refrigerator book, subdivided as to dry and pre-iced cars under headings according to point at which they will be delivered to us by the Southern Pacific and then ordered from the Pacific Fruit Express Company who furnishes this class of equipment.

After this is done the orders are typewritten on two distribution sheets, one each for the Southern and Northern Divisions. They are then carefully checked as to accuracy and copies are sent to all directly interested.

The following day we received a check from Yardmaster of each division of the orders filled through their respective yards, and of unfilled orders. All are followed up by various methods to ascertain if filled, then all remaining unfilled orders are carried forward and re-ordered daily until cars are furnished.

Orders for non-perishable shipments are handled in like manner except that cars required for shipments destined beyond our rails are ordered from the line which is to receive the line haul when loaded, cars ordered for Pacific Electric destinations have

to be filled with Pacific Electric equipment available on our rails, and it rests with the Car Service Agent to anticipate the needs of our patrons so that we can furnish the required number of cars promptly.

Each day an average of 40 orders are received for empty cars, each of which may be for one or more cars.

In addition to the foregoing, which is simply an outline of the system used, this department compiles the freight mileage statement; records movement of all freight cars over en-

tire Pacific Electric system; handles all matters pertaining to Per Diem and Reclaims settlements and renders numerous reports to the American Railroad Association in Washington, D. C.

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THE FREIGHT CLAIM DEPARTMENT

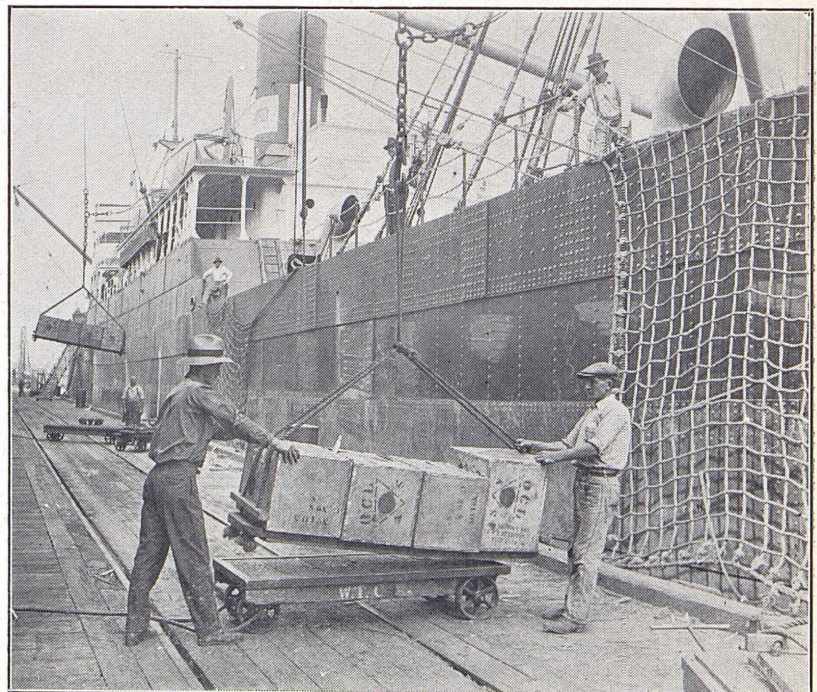
By John J. Grant

Chief Clerk, Freight Claim Bureau

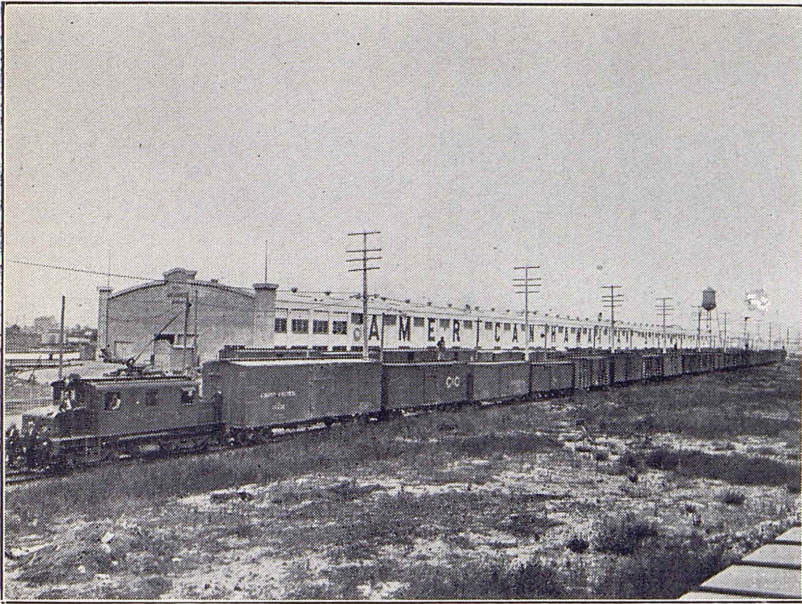
The Freight Claim Department is probably one of the least known to a large majority of Pacific Electric Railway Company employees, yet, as a matter of fact, it must be conceded one of the more important. It not only represents the business transactions pertaining to this particular branch of work of this Company, but also performs like duties for account of the Visalia Electric Railroad and the Penninsular Railroad, both of which are located about midway between Los Angeles and San Francisco, the Southern Pacific Company serving as their outlets.

The principal function of this Department is receiving freight claims and the adjustment of same which, in the majority of cases, means payment, however, this is a condition that follows the business of all common carriers engaged in the transportation of freight and the only known remedy

While the Loss and Damage and Overcharge claims feature the principal part of the work, we also have Tracers, Diversions, Over, Short and Damage Reports and Complaints, all of which must necessarily receive prompt attention with a view to, perhaps, preventing a loss that would ultimately result in a claim and the investigation of the reports are, practically, along the same lines as that



The Boxes Being Unloaded Contain Crude Rubber to Move by Pacific Electric Railway to the Goodyear Tire and Rubber Co., Wingfoot



First Solid Train (21 Car Loads) Crude Rubber, Weighing 746 Tons and Valued at \$750,000.00, Consigned to Goodyear Tire and Rubber Company Plant at Wingfoot

of a Loss and Damage claim.

When a claim is presented it is properly received, numbered and indexed and a card of acknowledgement addressed to the claimant. The Claim is then passed to investigators for such handling as may be deemed necessary to determine its merits and if same is found to be a just one it is promptly paid, which completes the work on a local claim, or rather, that class of claim where no other carrier is interested in the movement of the shipment except ourselves, while claims on shipments moving to or from various parts of the United States and Canada where it frequently occurs that as many as ten, and sometimes twelve, carriers are involved in the movement of the shipment, we must assume the task of completing the work, which consists of segregating each carrier's liability in accordance with the evidence in the claim. A sufficient number of statements are then prepared (one for each carrier) briefly incorporating a true statement of facts and showing each carrier's respective proportion of the amount involved, which must also conform with the rules and regulations of the Freight Claim Association, of which this Company is a member; these various carriers are then charged in accordance with the arbitrary debit method which usually completes the work and retires the claim.

Under the caption of "Tracers," which are numbered consecutively for an indefinite period, may be found a multitude of irregularities in connection with the movement of freight, and, exclusive of tracers for loss or delay of freight while in transit; we also receive a very large number of requests for information pertaining to the movement of freight from Freight Claim Agents of foreign lines on shipments moving to or from non-agency points on our lines where direct investigation by such

foreign line representatives is not practical, and as a consequence, such information must necessarily be furnished through the channels of this department.

Diversions and about 50% of the complaints are received by telephone; the former invariably handled by telephone or telegraphic instructions and barring complications, which are not at all infrequent, we many times complete a single transaction within a period of ten minutes, the exchange of confirmations by letter being made later.

Over, Short and Damage reports are made up by the Agents who report over, short or damage, as the

case may be, with a detailed statement of facts pertaining thereto which finally reaches this office for whatever additional attention may be deemed necessary. These reports always become a part of the claim.

During the year 1919 this Department received 8568 claims, exclusive of all other matter, and while we fully appreciate the magnitude of the freight traffic handled, we also realize the necessity of reducing to a minimum, the amount paid out annually in the settlement of claims and we are therefore bending every effort to eliminate the cause and relieve the treasury of this drainage of funds, and in doing so, we urgently request all employees of this big Pacific Electric family to co-operate with us in an effort to prevent claims, so at least a small portion of our endeavors may be realized.

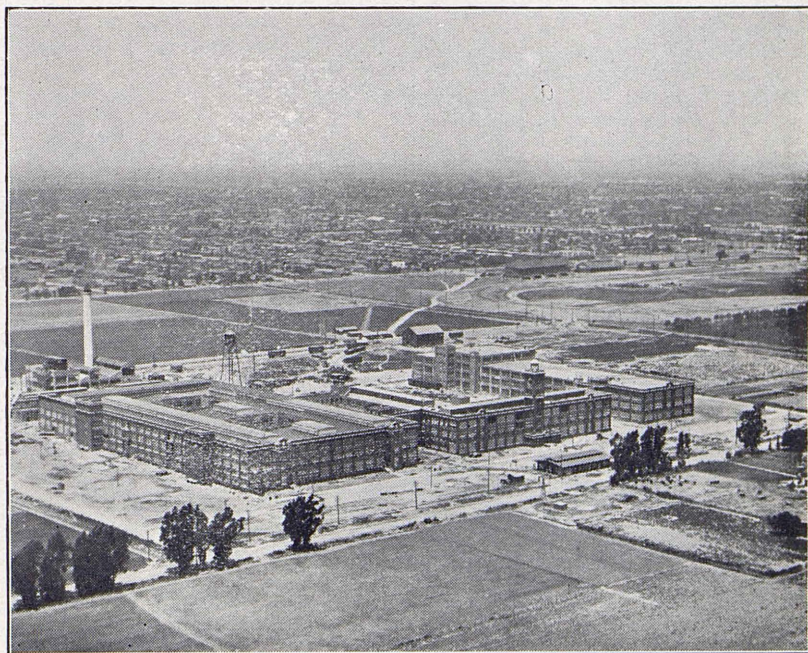
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FREIGHT CLAIM PREVENTION

By W. B. Peregoy
Claim Adjuster

The principal business of this Company is transportation. In order to properly carry on that business there must be revenue earned on that which is transported. If a shipment is transported on which the revenue assessed amounts to One Dollar and the same shipment is lost or damaged, then nothing has been earned. We not only pay for the value of the shipment lost or damaged, but have used up revenue earned on transporting other shipments. This then, in some degree, is one of the causes of the deficit which may be observed every month in this magazine.

The following is set forth for the earnest consideration of all engaged in Transportation that each may do



General View of the Goodyear Tire and Rubber Plant at Wingfoot Formally Opened June 1, 1920



Unpacking Initial Shipment of Crude Rubber Transported by the Pacific Electric Railway From Seaboard to the Goodyear Plant at Wingfoot

his part towards the prevention of loss and damage claims:

The Agent and His Force

All shipments received for freight transportation are, or should be, receipted for by the issuance of a Bill of Lading.

(1) **ISSUANCE OF THE BILL OF LADING:** Care should be taken to see that the Bill of Lading is properly made out; that the name of station at which issued is plainly written; that the month, day and year of issue is shown; that consignor's name be shown in full, that consignee's name, street address, if known, and destination (City, County and State), be shown in full; that article or articles be clearly enumerated, that the Bill of Lading be properly signed by shipper and agent; if shipment is to be prepaid that amount collected be shown in proper place on Bill of Lading and properly signed for; to be sure and see that Bill of Lading on white paper is used for straight shipments and on yellow paper for shipments billed to Order Notify. To see that destination is an Agency or Non-Agency station and if Non-Agency that charges are prepaid. To see that on shipments of household goods, etc., where the classification prescribes that a valuation be declared that same is entered in a proper manner on Bill of Lading. To ascertain if articles presented for shipment are required by classification to be prepaid and if so, to see that required amount necessary to prepay same is collected.

(2) **RECEIVING THE SHIPMENT**—See that you have the exact number of articles as called for by Bill of Lading before receipting for same. See that each and every article is plainly marked with consignee's name and address, and that same agrees with Bill of Lading. That ar-

ticles are properly packed in order to stand transportation. Here is one great source of Freight Claims and where those receiving and delivering freight can accomplish the most towards preventing claims. Impress upon the shipper this one fact. "If it is worth shipping it is worth proper preparation for shipment." When you receive articles not properly prepared report same to this office so we may be able to take proper action regarding same.

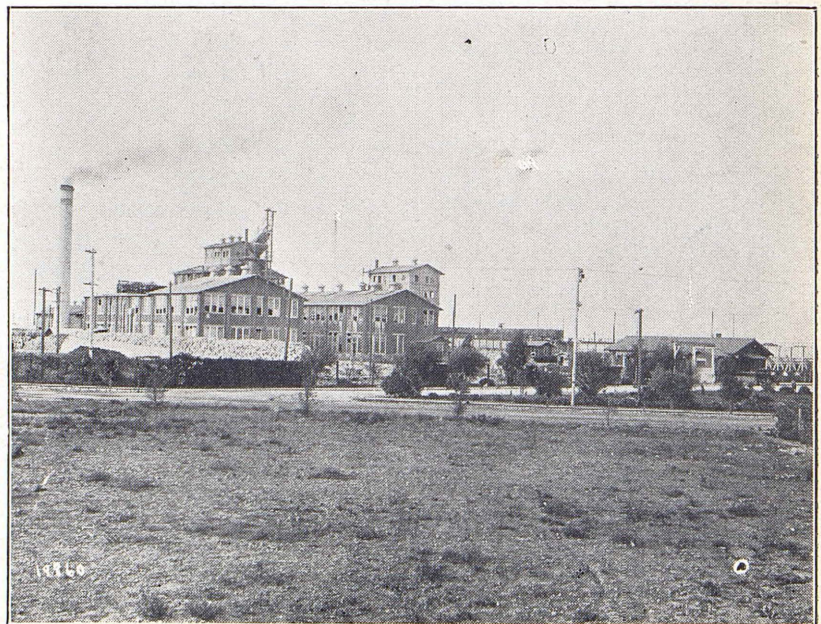
(3) **LOADING AND UNLOADING THE SHIPMENT:** Great care should be taken in this respect as improper loading and unloading is the

principal cause of damage claims. See that all shipments are properly loaded and stowed in the car. Do not place heavy articles on top of lighter ones. Do not load liquids or odorous articles near others which they can damage. Do not use hooks. Observe marks on packages of "Glass," "Handle With Care," "This Side Up," and other similar notations.

(4) **DELIVERING THE SHIPMENT:** Check your shipments from the waybill. See that you deliver just exactly what the billing calls for. If not in accordance with waybill, note the fact thereon and sign your name. If over, short or damaged, make proper report of same at once. See that your Freight Bill agrees with entry on way-bill. Mail your notice of arrival of shipment to consignee immediately.

Carload Shipments

Inspect the car before it is loaded. See that it is in proper condition to transport the commodity that is to be loaded into it. Bear in mind that water will damage any commodity and then take into consideration that car is not going to move only in Southern California—it rains in other parts of the country, and a leaky roof will cause damage. Observe the requirements of Bill of Lading made in accordance with classification of tariff. See that cars are properly loaded and braced. When you are called upon to make a count of contents see that you get an actual count and be sure it is correct. Seal the car immediately upon completion of loading. Keep a permanent and accurate record of all seals you apply to and remove from all openings of all cars. See that same not only shows numbers on seals but all prefixes and suffixes. Keep a permanent and accurate record of position of vents and plugs, also of the temperature. Report promptly all shipments on hand, refused or unclaimed. Ex-



Plant of Holly Sugar Corporation at Huntington Beach Served by Pacific Electric Railway

pedite the movement of cars all possible. Have shippers load cars promptly and then see that they are picked up by first passing train. See that same are routed via junction thru which rate applies where quickest connection will be made. Have consignee unload cars promptly.

Train Crews

(1) **MOTORMEN:** Use care along with safety in the operation of your trains.

(2) **CONDUCTORS:** You load and unload shipments at Non-Agency stations. When loading see that you get all of the shipment and that your memo shows all of the articles loaded. If you sign a Bill of Lading see that it is dated the day you sign it. When unloading see that you unload just what waybill calls for and make your tally marks on the waybill. See that date of unloading, train number and your name appears in proper place on waybill. If you note any exceptions do not fail to make proper notation of same on waybill. If on subsequent trip you see that shipment has not been taken away or is liable to loss or damage call same to attention of nearest agent.

All Employees

In conclusion let us appreciate that there is not an employee but who can do something towards helping to prevent a claim. Let each one keep this fact in mind that some day they are going to make a shipment; therefore, see that you handle someone else's goods as you would have your own handled. Be careful in your handling, weighing, rating, billing and delivering, thus making it possible for that which has been all loss to become all gain.

PE

STILL A FEW OPENINGS IN "COMPANY B"

Fifty-eight men to date have signified their intention to join Company "B" (a company composed entirely of Pacific Electric employes) of the new California Regiment.

The officers of the Company are quite anxious to reach the maximum strength of 100 before the close of the month. Men desiring to join should present themselves at room 1137 Story Bldg., 6th and Broadway, any day between 9:00 A. M. and 5:30 P. M. for physical examination and enlistment (former service men should bring their discharges with them) or at the Armory, Exposition Park, any Tuesday evening, 7:30 to 9:00 P. M.. Be sure in each case to state that you are a **Pacific Electric employe** and that you are enlisting for **Company "B."**

There still remain several vacancies for non-commissioned officers and other rated positions open to the man best qualified for the place.

Now is the time to get in on this. If interested communicate with Headquarters Co. "B," Room 227 P E Bldg., or see Capt. H. W. Edmonds, 227 P E Bldg. Lieuts. Nichols, Northern Div. and Jessup, Room 631

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

Passenger Revenues	\$ 870,082.90
Freight and Switching Revenue	338,175.29
Other Revenue	62,822.32

Total Railway Operating Income.....\$1,271,080.51

Operating Expenses

Way and Structures:		
Wages	\$ 86,713.47	
Material, Supplies, Etc.	46,768.77	\$133,482.24
Equipment:		
Wages	98,683.19	
Material, Supplies, Etc.	50,258.17	\$148,941.36
Power:		
Wages	22,846.54	
Material, Supplies, Power Purchased, Etc.	124,784.30	\$147,630.84
Conducting Transportation:		
Wages	335,837.53	
Material, Supplies, Etc.	28,639.01	\$364,476.54
Traffic:		
Wages	18,041.92	
Advertising and Material, Supplies, Etc.	3,150.20	\$ 21,192.12
General and Miscellaneous:		
Wages	46,632.01	
Injuries and Damages, Material, Sup- plies, Etc.	43,994.88	\$ 90,626.89
Total Railway Operating Expenses:		
Wages as above	608,754.66	
Other charges as above.....	297,595.33	

Transportation for Investment—Credit.. \$ 1,893.64 \$904,456.35

Revenue Less Operating Expenses.....\$366,624.16

Depreciation	\$ 22,522.76
Taxes Assignable to Railway Operation.....	49,735.33

Total Depreciation and Taxes..... \$ 72,258.09

Revenue Less Operating Expenses, Depreciation and Taxes	\$294,366.07
Non-Operating Revenue	9,034.59

Net Revenue

Interest on Bonds and other Debt.....\$294,917.36

Rents and Miscellaneous Income Deductions..... 36,752.14

Total Deductions

Net Loss

Net Loss for six months ended June 30, 1920..... \$ 28,268.84

H. A. CULLODEN, Auditor.

Los Angeles, California, July 17th, 1920.

P E Bldg. for further information.
Enlistments are for one or three
years.

COMPANY "B"
Recruiting Committee.

PE

AGENCY CHANGES

Effective July 21, 1920, freight agency was established at Wingfoot, Calif., with Mr. H. E. Foskett installed as acting agent. This agency has been opened to take care of the anticipated large business which will be offered this company by the Good-year Tire and Rubber Company.

Effective July 16, 1920, Mr. R. E. Murphy was appointed agent at Artesia.

Mr. H. M. Wright was appointed regular agent at Fontana, effective July 31, 1920.

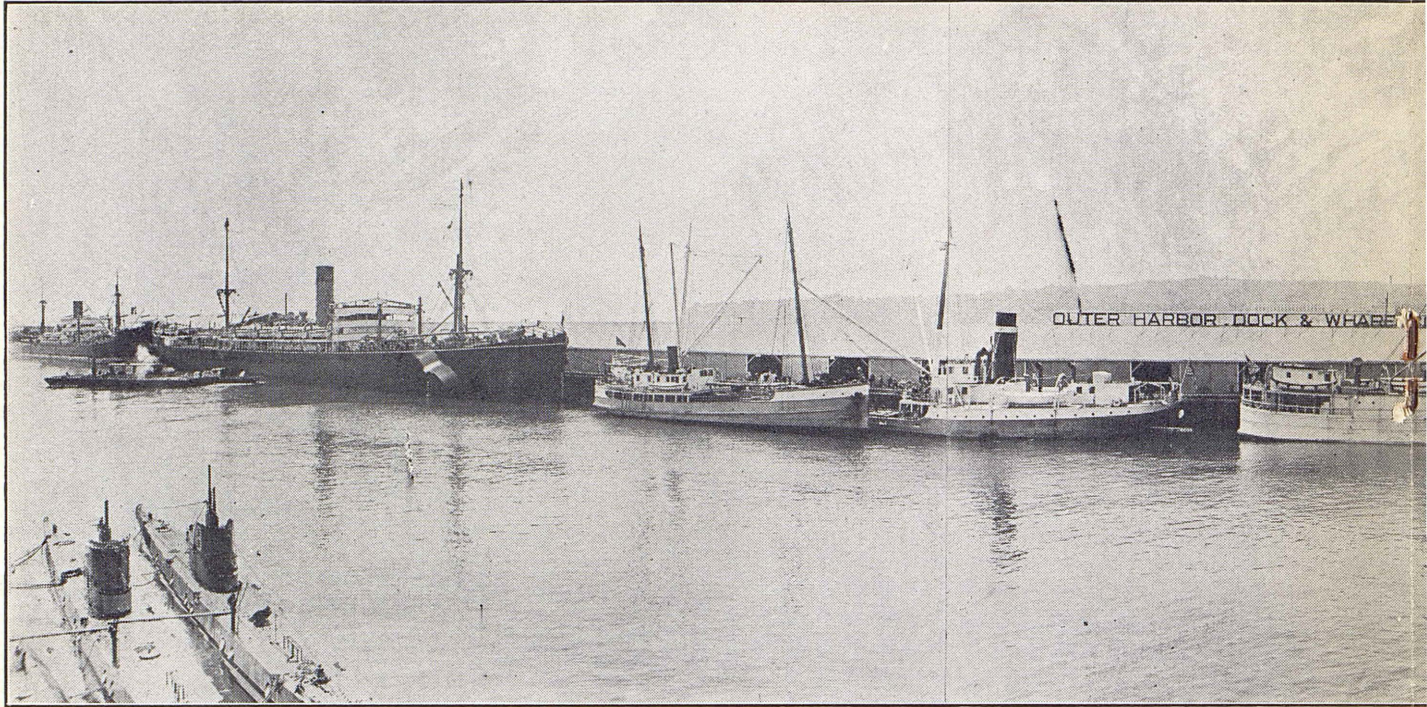
CHESTER F. FOUST

Death invaded the Pacific Electric family on July 8th and removed from our midst Mr. Chester F. Foust, motorman Northern Division, his demise following an illness of several months duration of tuberculosis at his home in Pasadena. Mr. Foust entered the service of the company in September, 1919, and was well esteemed by his fellow workers, who extend sympathy to the bereaved relatives.

PE

He was an old ducky. He wore no overcoat, and the icy wind twisted his threadbare clothes about his shriveled body.

"Wind," he demanded whimsically, "war wuz ye dis time las' July?"
—Exchange.



FREIGHT TERMINAL NOTES

G. W. ORR, ASSOCIATE EDITOR

G. W. ORR, Associate Editor

Well here we are again after dropping out a month and getting scolded by the Editor-in-Chief and all that. Without a word from L. A. Freight Terminal we really didn't think he would bother to print the Magazine at all but it appears to be a pretty fair number at that. You see it happened this way; the associate editor of this department took a bit of a vacation and while he was away, P. H. M. was just too busy to think of anything to say except "????!" every thirteenth time his telephone rang. The record shows that he used that awful word 11 times one afternoon. We had a pretty fine vacation, the Mrs., little Bob, and your humble servant, spending a few days among the lakes, the green fields and the woods of northern and eastern Wisconsin and later among scenes equally as beautiful in the Canadian Province of Ontario. We also enjoyed a particularly delightful steamer trip from Toronto to Niagara Falls and return. Then too, it was berry time and cherry time and if we cherished the berries we also buried the cherries—right up in the tree with the robins and bluebirds. It was tough to leave it all behind and by and by when the Mrs. and little Bob come back too, our vacation will all be over with; all except the memory, and the memory of pleasant things lingers long.

Terminal Agent P. H. Mann enjoyed a few days of rest and recreation the latter part of July and with Mrs. Mann and the children spent one

week at the P E Vacation Home among the pines and cedars. It will be no use for anyone else to whip that stream for trout after P. H. got through. If you entertain any doubt about it don't take my word, ask him.

Expense Clerk Sammy Sealy was the next happy lad to get away on vacation. He took himself to a nearby beach and very quickly traded his peaches and cream for a good coat of sunburn. Now he only ventures out in the moonlight.

Seymour Lipschultz just returned from his vacation is milling out the expense bills during Sealy's absence. Before his vacation he acted as night chief on the bill desk while Walter Finney was on vacation and relieving revising clerk Salazar.

Edgar Hinkle, for some months one of our O. S. & D. clerks, resigned July 27 to accept another position. He is succeeded by A. M. Trauernicht, recently from the east.

Mr. Chas. H. Logan, agent at Detroit of the Detroit United Electric Lines, is trying his hand at detail work while in our city and is ably filling a desk in the O. S. & D. department. We are indebted to him for a couple of very fine maps of his road and the surrounding territory.

Dan Horner, who for many months was our very efficient yard checker, resigned July 27 to leave for north-

eastern New Mexico, where he intends to make a business of raising hogs. Here's luck to you Dan, wherever you go.

Robert Rachford, second trick car clerk, resigned July 1 to take a position with the American Beet Sugar Co. at Oxnard. Bob's readiness to help out in any emergency and his ambition to do his work well make his leaving a matter of genuine regret.

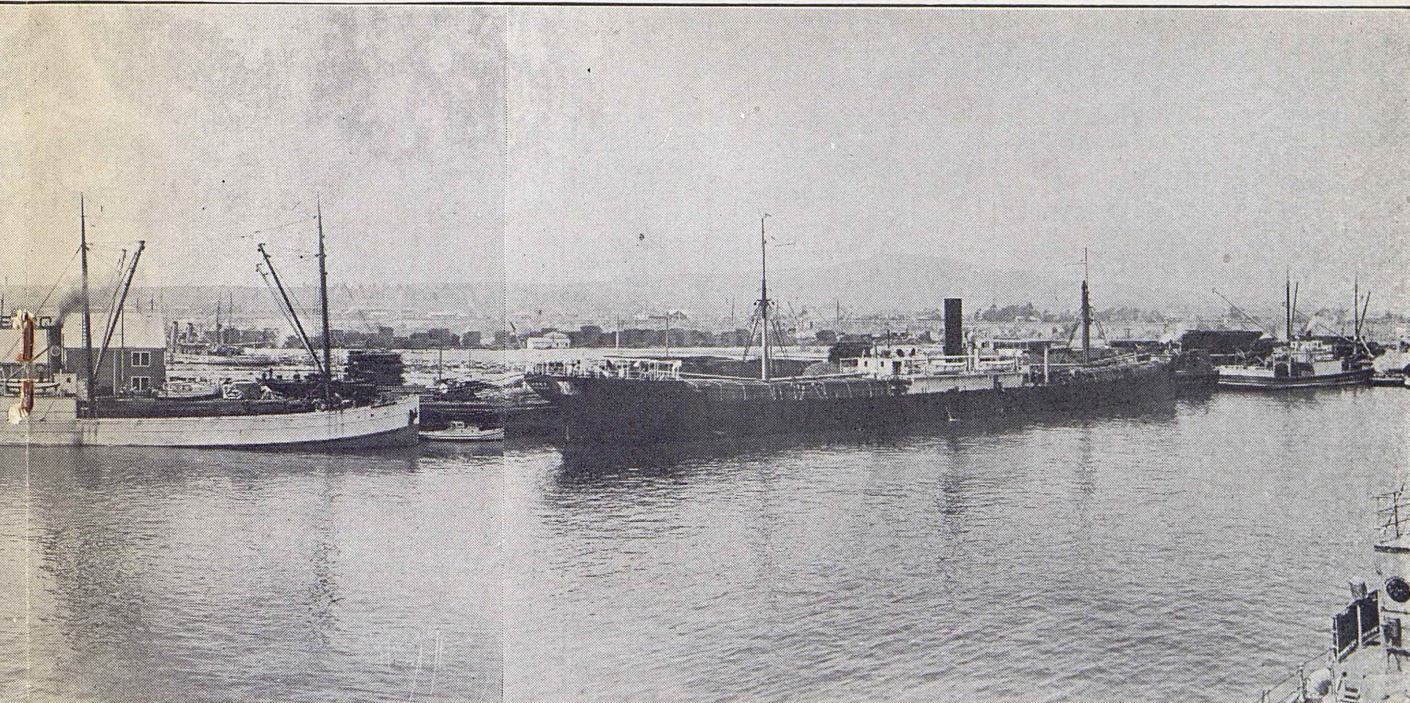
T. J. Appleby, for several months day clerk at Butte St. Transfer, resigned July 1st. Understand he is returning East but rumor also has it that he has secured another position. He is succeeded by a new man, Clifford Spradling by name.

Chief car clerk A. J. Capes left on August 1st for his annual holiday. Jack is going to gather a little tan and a few freckles at Avalon.

The new office for Yard Master and Car Clerks with separate quarters for Assistant Superintendent Clarke is now a reality and as soon as telephones are installed will be ready for occupancy. The new place will be high and dry, cooler in summer and warmer in winter and much appreciated by all concerned.

Check Clerk Charles Chilton is spending his vacation at Long Beach having moved there for the summer. Look out for the tides, Charlie, they'll get you if you don't watch out.

Stevadore Dan Page complains that he drew his vacation at a very inopportune time as the "Gas Shortage" seriously interfered with his plans. Hard luck Dan; it do beat all, the troubles you have when you sport a car.



Antonio Tafoya, one of our genial Check Clerks, was seen during his vacation looking up some of his old friends at Goosetown.

— PE —

Stevadore Phil McMahon is enjoying his vacation with his family at the Beaches.

— PE —

Trucker John Stanton is back from his vacation feeling like a colt and ready for another long hard winter.

— PE —

Stevadore Harry Jodan was confined to his home for a couple of weeks on account of illness but is better now and back at work.

— PE —

Trucker Dave Pardee has been laid up a few days on account of having sprained his wrist. Wonder if he tried to keep the depot from tipping over during one of our recent quakes.

— PE —

Charlie Holt, our Team Track Checker, enjoyed a few side trips while on vacation, among them a visit to Alpine Tavern. While away he tried some marvelous hair restorer on his moustache and came back with a brand new start.

— PE —

Stevadore Chas. Johnson reported that he spent his time in the garden but several times was seen patrolling the beach at Venice all dolled up. Watch your step Charlie and go slow, you can see a good deal in a day.

— PE —

George Nutsford has been promoted to Day Foreman at the inbound house, vice Mr. Jacsk Grimaud, who has been assigned to duties at the outbound house. A. J. Gilbert, former Chief Clerk, is now Night Foreman and is out to make a record for himself.

Chief Clerk Clyde Johnson, whose home is in Long Beach, reported late for work one morning recently, but having tried to ride the Masonic goat the night before was his excuse. Clyde isn't exactly a midget and we bet the goat was late for breakfast that morning too.

— PE —

Check Clerk Sam De Haven and family are enjoying a few days outing at Avalon after which they will go to Redondo and Venice for the remainder of his holidays.

— PE —

Check Clerk Lee Richardson and Stevadore Fred Stack journeyed together to San Diego and from there they go to Murietta. Sounds suspicious doesn't it? They said they were not going to Tia Juana—all right boys, we will believe you but there are thousands of people that wouldn't.

— PE —

General Foreman Frank Reynolds, who has been compelled to take a long rest in order to regain his health is spending part of his time on his little ranch at Willowbrook and is somewhat improved. We all sincerely hope his recovery may be full and complete.

— PE —

Stevadore Andrew Larsen, who has been in this Company's employ since 1892, has been absent for several weeks on account of the serious illness of Mrs. Larsen. Hope for her recovery was not bright for a time but she is now in the French Hospital and is apparently recovering. You have our deepest sympathy, Andy, both on account of the sufferer and because of the financial drain that must accompany a long illness. It's a hard blow to encounter late in life.

THE MILLS OF THE GODS

"The mills of the gods grind slowly, but they grind exceedingly fine." This is but another way of saying "be sure your sin will find you out."

There is a right way to live, and a wrong way to live. It is not right to steal tickets, forge names, hold up men and take possessions at the point of a gun, burn down property or enter buildings and steal and destroy.

Men who do such things as these are living wrong, and, sooner or later, must surely pay the penalty. We have no desire to take vengeance for the mere sake of wreaking it, nor does it make us happy to see poor, misguided men in jail—their names stained for life and themselves a shame to the poor mother who gave them life.

Still, we have suffered so much on account of men doing such things to us, that there is certain satisfaction comes to us because the authorities have succeeded in capturing a number of offenders lately.

Our thanks are due to the Los Angeles Police Department, to the Sheriff of Los Angeles County, to the District Attorney and to their efficient staffs, because, during the past month a number of criminal careers have been cut short, at least for the present.

We sincerely hope that those concerned will take notice that the men who have been forging employes' names are in jail; that the men who committed holdups on our trains are in jail; that the people of the State of California have guardians of the peace who are efficient and alert, and that criminals cannot hope to ply their arts here.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



CALENDAR

- Wednesday, Aug. 11—**
P. E. Rod and Gun Club meeting, 8:15 p. m.
- Thursday, Aug. 12 —**
"Moonlight Dance, in Auditorium, 8:30 p. m.
- Friday, Aug. 13—**
Regular Movie Show in Auditorium, 8:00 p. m.
- Saturday, Aug. 14—**
Agents' Association meeting, 8:00 p. m.
- Monday, Aug. 16—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Tuesday, Aug. 17—**
(a) Transportation Department meeting of all divisions at 8:00 p. m. Refreshments served after meeting.
(b) Northern Division Safety Committee meeting, 2:00 p. m.
- Wednesday, Aug. 18.—**
Glen Ellison, famous Scotch baritone, operatic star and Orpheum headliner, in his delightful Scotch dialect songs will entertain members of the Pacific Electric Club, 8:15 p. m.
- Thursday, Aug. 19—**
Regular Club dance in Auditorium, 8:30 p. m.
- Friday, Aug. 20—**
(a) Regular Movie Show in Auditorium, 8:00 p. m.
(b) General Staff meeting, 01:00 a.
- Monday, Aug. 23—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Thursday, Aug. 26—**
"Souvenir Dance" in Auditorium, 8:30 p. m.
- Friday, Aug. 27 —**
Regular Movie Show in Auditorium, 8:00 p. m.
- Saturday, Aug. 28 —**
P. E. Day at Redondo Beach, High Jinks and Carnival.
- Monday, Aug. 30—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Wednesday, Sept. 1—**
P. E. Club Executive Committee, 2:00 p. m.
- Thursday, Sept. 2—**
Balloon Souvenir Dance in Auditorium, 8:30 p. m.
- Friday, Sept. 3—**
Regular Movie Show in Auditorium, 8:00 p. m.
- Monday, Sept. 6—**
P. E. Band rehearsal in Auditorium, 8:00 p. m.
- Tuesday, Sept. 7—**
Southern Division Safety Committee meeting, 2:00 p. m.
- Wednesday, Sept. 8—**
(a) P. E. Rod and Gun Club meeting, 8:15 p. m.
(b) Western Division Safety Committee Meeting, 2:00 p. m.
- Thursday, Sept. 9—**
Serpentine Dance in Auditorium, 8:30 p. m.
- Friday, Sept. 10—**
Regular Movie Show in Auditorium, 8:00 p. m.

RECITAL AT THE CLUB—WEDNESDAY EVENING, AUG. 18



Glen Ellison, famous Scotch baritone, operatic star and Orpheum headliner, who is probably best known to millions of people for his delightful Scotch dialect songs as Re-Created by the New Edison, will entertain the members of the Pacific Electric Club at Pacific Electric Hall Wednesday evening, August 18 at 8:15.

This special recital by Mr. Ellison, in which he will sing some of his most popular Scotch dialect songs that have made multitudes laugh and cry, has been arranged through the courtesy of the Fitzgerald Music Company.

PE

PACIFIC ELECTRIC CAMP NOTES

There is plenty of room for all who desire spending a vacation at the Camp; all that is necessary is to call at the Club or phone and your reservations will be taken care of at once.

Many families are going to the Camp and are all having a wonderful time, the weather conditions so far this season have been perfect and if conditions permit Camp will remain open to October 1.

Mr. Charles C. Worley was appointed Superintendent of the Pacific Electric Vacation Home July 10, and was formerly employed as assistant at the Pacific Electric Club. Mrs. Worley is also assisting Mr. Worley in making the vacation period of the employees a most pleasant one.

PE

CLUB NOTES

Don't forget to make the Pacific Electric Club dances and movie shows a weekly habit, everybody is enjoying them.

Mr. L. H. Cavell, champion pool player of the Pacific Electric Ry., still retained his honors by defeating F. L. Ford, dispatcher western division.

Mr. Alfred Brown, an employee of B. and B. engineering department, acting in capacity of inspector, passed away at his home several days ago. Mrs. Elizabeth Brown, his wife was named as beneficiary and received \$495.50 from the Pacific Electric Employees Mortuary fund.

Mr. Thomas Newman is taking care of the club office and is making many friends by his pleasant and courteous manner, and is taking the place of Charles C. Worley, who is in charge of the Pacific Electric Camp.

The Club is indebted to Mr. C. H. Burnett for the gift of a loving cup won by the company at the National Orange Show, San Bernardino, in 1914 as first prize for exhibit. It will be given a place of honor among other trophies of our collection.

The Club is going to show the first pictures this month that have ever been shown at the Club. Great care has been taken in selecting from the best pictures available at the Famous Players Studio, which has the finest pictures made in this country.

The members of the Club are taking an active interest in the amateur nights held every two weeks in conjunction with the movie shows. During the last month the following took part: Miss Louise Burrows, daughter of W. E. Murrows, mechanical department, Macy street sang two beautiful songs, "The Four Leaf Clover" and "Mammy's Song" and both were well received. Miss Phillys Alma Gillice, daughter of F. E. Gillice, substation operator electrical department, favored us with three very clever interpretive dances. Walter Rasmussen, who has a very high tenor voice sang two beautiful ballads, "Daddy You've Been More Mother Than a Mother to Me" and "Mother Macree."

PE

EXECUTIVE COMMITTEE MEETING

Pacific Electric Club Executive Committee meeting was held at the club on Wednesday, July 7, 1920. Called to order by Chairman Bishop at 2:15 p. m. with the following absentees noted: L. H. Wilson, H. L. Wiggam, D. B. Woodward, O. L. McKee, H. W. Edmunds, J. W. Anderson, P. H. Mann, G. S. Green, I. F. Parker, J. Whitley, E. Moyer, T. H. Ewers, A. B. McLeod, O. L. Howard, F. F. Small, J. C. McPherson, and E. C. Thomas. Messrs. Small, McPherson, Edmunds and McKee were reported out of town.

Minutes of the last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund

Balance on hand May 31st..	\$1,054.07
Receipts	830.75

Total	\$1,884.82
Bills and expenses paid.....	1,445.42

Balance on hand June 30th \$ 439.40

Relief Fund

Balance on hand May 31st..	\$ 117.19
Receipts	63.50

Total	\$ 180.69
Paid out in relief	35.00

Balance on hand June 30th. \$ 145.69

Mortuary Fund

Mr. Stuart reported that nothing had been paid out of the Mortuary Fund during the past month.

Membership

Manager reported total membership as of June 30th, 3,476. He called attention to the increase in membership over previous month, and stated that plans were being made to run this up to 4,000.

Speaking of the financial condition of the club, Mr. Stuart said that it was in very fine shape, that the club was absolutely free from debt, with about \$439 on hand in the treasury. This is the first time the club has been out of debt since its organization.

Reported that the Employes' Carnival and High Jinks, held under the auspices of the club at Urbita Springs under date of June 24th, was a big success, and was greatly enjoyed by the large crowd present.

Mr. Stuart made a few remarks relative to the camp, and urged co-operation of the committee towards advertising the benefits and privileges of the Vacation Home.

Unfinished Business

Relative to restaurant facilities at Torrance for employes working at that point, Mr. Mills reported that a canvass showed approximately 100 to 150 would use the restaurant or lunch room if one could be located at the shops provided, of course, the meals were properly put up and reasonably priced. The committee asked Mr. Stuart to take the matter up with the Real Estate, Tax and Resort Department, to the end of working out this problem to a satisfactory conclusion.

New Business

The matter of annual picnic was brought up before the committee, and after general discussion it was the consensus of opinion that the regular annual picnic be not held this year, but in its stead it was recommended that Saturday, August 28th, be set aside as Employes' Day at Redondo Beach, at which time all employes and their families who are able to avail themselves of the opportunity be granted free transportation, bath house and dancing pavilion privileges during that day and evening, and that a high jinks and carnival be held in the Dancing Pavilion during the evening, the same as was held a few months ago. It was also recommended that all employes and their families who are unable to visit Redondo Beach on the above date, the management be requested to issue, on application from such employes, free transportation, bath house and dancing pavilion privileges on some one occasion for any date following August 28th and prior to October 31st, Sundays and Labor Day to be excluded. It was also recommended that all employes residing in Pomona and east thereof be provided with free transportation and bath house passes for Urbita Springs on some one occasion, excluding Sunday and Labor Day, this of course applying to such employes who are unable to visit Redondo Beach. The matter was referred to Mr. Stuart to take up with Mr. Titcomb, with the recommendation that the above be approved.

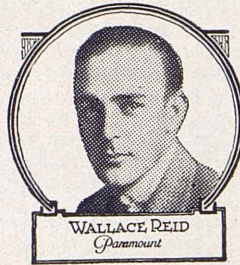
Mr. Bishop brought up the question of lending the auditorium of the club for use of Fire Chiefs' Convention, to be held September 13, 14, and 15. Committee voted that the hall be turned over for the above purpose, charging only a nominal fee for the use of same.

Mr. McMillan stated that there were no drinking water facilities at Echo Mountain for the use of dispatchers and trainmen. Mr. Stuart said he would take the matter up and make proper arrangements.

There being no further business, the meeting adjourned at 3:45 p. m.

PE

FEATURE EVENT PROGRAM AT THE CLUB



WALLACE REID
Paramount

August 6th—Main Feature: Wallace Reid in "Excuse My Dust." If you can feel: The dare of the straining motor devil under your hood—The tug of a little lad, your son, ill, and his

mother's call, "Hurry"—The sting of "Coward" lunged by a foe—The wild, fierce joy of the race, mile on mile, through the night while Death reaches a hundred hands from the dark—The horror of trickery, wreck, and the trill of good hard fists on the face of a cad—If you can join the yelling crowds when a record's smashed—see "Excuse My Dust."

Mack Sennett Comedy, "Uncle Tom Without a Cabin."

Paramount Magazine Pictorial. Illustrated Song, "You're a Million Miles From Nowhere."

Remarks pertaining to the Transportation Department in general by Mr. F. L. Annable, General Superintendent.

August 13th—Main Feature: Douglas MacLean in "Twenty-three and a Half Hours' Leave." He had come to live with her dad, the General. He was ready to charge and capture her heart. Of course, he hadn't been invited; in fact, he was confined (?) in barracks and buried in disgrace. But what were trifles like that to Bill Gray when he had to win a girl and a bet. Nothing about war, but a lot about youth and love and stirring adventure. And enough big, exciting laugh mixups for half a dozen pictures.

De Haven Comedy, "Hoodooed." Paramount Magazine.

Illustrated Song—"I'd Love to Fall Asleep and Wake Up in My Mammy's Arms."

Remarks in general pertaining to the policy of the Pacific Railway by Mr. H. B. Titcomb, Vice-President.

August 20th—Main Feature: Bryant Washburn in "Mrs. Temple's Telegram." All about a love hexagon!—Something far worse than a triangle! Exposed in a scandalous message of jealous wives and alibi huddles. Dispatched in the code of laughter. Every tick a tickle.

Fatty Arbuckle Comedy, "Back Stage."

Paramount Magazine.

Illustrated Song—"Down the Trail to Home Sweet Home."

Remarks by one of the General Officers.



VIVIAN MARTIN
Morocco-Pallas-Paramount

August 27th—Main Feature: "His Official Fiancee." The man had to have a bride-to-be—quick! The girl had to have money. So when the man offered

her the proper inducement to pose as his intended wife, she held up her finger for the ring. Then a hundred troubles began for them both! Their little agreement became a joke—an embarrassment—a tragedy—and at last,—but you'll have to see that!

Al St. John Comedy, "Speed." Paramount Magazine. Illustrated Song—"Just Like a Gypsy."

Remarks by one of the General Officers.

PE

PACIFIC ELECTRIC ROD AND GUN CLUB

Meeting was called to order at 8:25 p. m., twenty-three members being present. The following officers were present: L. F. Volkhart, L. R. Spafford and J. M. Geopfert.

In the absence of the president and vice-president, Mr. G. H. Grace was appointed temporary chairman.

Secretary reported a total membership of 119 and \$219.97 in the treasury.

Minutes of the previous meeting were read and approved.

Eight new names were presented and accepted for membership.

Mr. J. M. Geopfert, field captain of the Rod and Reel Section of the club, presented the following list of prizes for that section:

Spot Fin Croaker—1st prize, rod donated by the B. H. Dyas Co.; 2nd prize, \$10 merchandise order, donated by the P. E. Rod and Gun Club.

Corbina—1st prize, \$10 merchandise order, donated by the P. E. Rod and Gun Club; 2nd prize, \$5 merchandise order, donated by the P. E. Rod and Gun Club.

Yellowfin—1st prize, a 150-yard free spool casting reel, donated by the B. T. Dyas Co.; 2nd prize, 100 yards of 9-strand line, donated by the Ashaway Line and Twine Co.

Not larger than 9-strand line shall be used in competing for the above prizes.

For the largest fish caught with rod and reel, on line not to exceed 24 strands, a \$10 merchandise order, donated by the P. E. Rod and Gun Club.

For the largest fish caught with rod and reel on line not to exceed 9 strands, a \$10 merchandise order, donated by the P. E. Rod and Gun Club.

For second largest fish caught with rod and reel on line not to exceed 9 strands, 1 set of Knowles strikers, assorted sizes.

For largest trout caught in lake or stream, 1 Bristol steel trout rod.

For the largest fresh-water bass, \$5 merchandise order, donated by the P. E. Rod and Gun Club.

Motion was made and carried that the list be adopted and that the cash prizes named be donated out of club's funds.

Motion made and carried that we go back to the order of business covering new members, and three new names were presented and accepted for membership.

Owing to the fact that we had a poor attendance, Mr. C. S. Van Horn did not give his demonstration, but promised to give it at our meeting in September.

Mr. Spafford stated that he would give us a demonstration on the loading of rifle shells at our next meeting.

Motion made and carried that for our meeting in August we have a fish chowder, and two reels of Chester outing pictures.

Assistant Trainmaster A. P. Smith presented an old fashion Colts' pistol of the cap and ball type to the P. E. Rod and Gun Club.

After a general discussion the meeting adjourned and all had doughnuts and coffee and Mr. Spafford demonstrated the loading of shot gun shells.

L. F. VOLKHART,
Secretary.

AGENTS' ASSOCIATION MEETING

The Agents' Association met in regular session on July 10th, in the Pacific Electric Club, Chairman Mann calling to order at 8:00 p. m.

Vice-President Titcomb, who was to address the meeting, asked to be heard in advance of the regular order of business, on account of another appointment; the roll call and reading of minutes were accordingly deferred.

Mr. Titcomb's remarks related to a presentation of the proposed Southern Pacific-Salt Lake-Pacific Electric joint terminal, now before the State Railroad Commission.

The speaker briefly reviewed the early history of the case, following with a concise outline of the essential features involved in the plan, which would afford, beside adequate passenger station facilities, a complete elimination of grade crossings within the congested district, which in turn would relieve the congestion and interruptions to interurban train service now prevailing.

Mr. Titcomb asked all employees to familiarize themselves with the details of the proposed improvement, that they might intelligently present the subject to the public in their respective communities.

The companies interested are ready to go ahead with the project at once without cost to the taxpayers, whereas the other plan known as the Plaza terminal would mean a heavy bond issue to be borne by the taxpayers and a long delay in carrying

to completion. Immediate relief is essential at a minimum of cost.

In conclusion, he congratulated the members on their success in securing business, and called attention to the need of still greater effort so that proper financial showing could be made to the end that money might be borrowed for needed improvements.

The regular order of business was then taken up, commencing with roll call of members and noting of absentees.

The minutes of the previous meeting were approved.

Chairman Mann stated he had been advised by the General Superintendent that three relief agents at \$125 each per month would relieve agents and assistant agents during vacation periods; regular station salary and express commissions would go to the regular agent upon his return to duty.

Mr. Day directed attention to the general increase in freight business, and urged greater attention be given by all concerned to see that empty cars were moved promptly.

Mr. O. A. Smith referred to the proposed fare increases and called for reports from various members as to the attitude of the public toward the company.

Mr. Leaman of the Accounting Department informed the members that there seemed to be a lack of definite understanding as to procedure in handling shipments to Canadian points, which was causing trouble.

Mr. Day instructed that if any agent was in doubt at any time on this class of business to call up his office and definite information would be given.

It was moved and seconded that the secretary extend a vote of thanks to the management of the Mountain Stage Line; also to Manager Stuart of the P. E. Club, for courtesies extended on the occasion of the recent trip to Big Bear Lake.

There being no further business, the meeting adjourned.

H. L. LEGRAND,
Secretary.

Flag raising exercises were conducted at Watts Tower, Tuesday, July 27th, by a committee composed of patriotic members of the Signal department, with C. C. Dodge, senior towerman, as chairman. Short patriotic addresses were delivered by the chairman and H. K. Nickerson of the Signal department. A few years ago an iron flag pole was provided at this tower, which until this time had not been made use of. The flag, which is now raised at seven-thirty each morning and lowered at five in the evening, was subscribed for and donated by members of the various departments who took an interest in and attended the exercises.

En route from New Orleans to Stockton, Mr. H. L. Honnold of the Signal department of the Southern Pacific, spent a few days in Los Angeles as the guest of L. W. Thomas, Acting Signal Supervisor, and after an inspection of our various lines commends us very highly



PACIFIC ELECT

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

There is a great deal to be said in praise of the man in train service who has the self control sufficient to retain his gentlemanly poise in the face of provocation. The traveling public tries the patience of our trainmen in numberless ways, and during the past month we have seen an increasing number of instances where trainmen proved themselves to be capable gentlemen.

One was a case where a lady (?) called a motorman a "fresh puppy." Of course there is no excuse whatever for a woman to descend to such a performance. The motorman had done nothing but his plain duty, and had done it quietly and in a most gentlemanly way. Also it was plain that he was not discomfited by the petty epithet. He was too big a real man to make any retort either by word or look. We are not calling the lady in the case any names, but believe me, boys, the motorman won the argument and without a word. Every passenger on the car admired him and was ashamed for the poor woman who forgot her manners.

We saw a man get on an Edendale car at Sixth and Main on July 15, at 6:15 p. m., and crowd by the conductor without paying his fare. It was a cheap trick and one frequently practiced, but badge 2140 was on the job. He was also a gentleman, and when he went up front, later on, and asked the man for his fare, he did not fail in his politeness. He was courteous and quiet and kept his poise while he told the man that it was a P. A. Y. E. car and that he should comply with the custom. Though the man sputtered and was inclined to be nasty, he was distinctly outclassed by the conductor, and every passenger on the front end thought well of badge 2140 and despised the would-be thief.

There was a woman boarded an inbound Hollywood-Venice car on July 24 and attempted to get by for nothing in the way of a fare for a fine, sturdy young child of 8 or 9 years of age. Badge 2664 was on the job, and asked the child's age. Of course the woman could not deny it, but she could, and did, as she paid the half fare, make remarks that she should not have made. The con-

ductor was quiet and courteous and kept his poise in dealing with her and explained that the Company required him to make a charge for children of such an age. Again, as usual, gentlemanliness won and the passengers who were near and overheard the matter were in complete sympathy with the conductor.

Boys, there is no use talking the biggest man is the gentleman, and courtesy invariably pays well in the long run.

Mr. B. bought a ticket from a clerk who was sour-faced, and unconsciously caught the attitude; consequently he was sore when he had to show his ticket at the gate, was sore when the conductor hat-checked him, was sore because the weather was hot, was sore at the scenery, was sore because the motorman ran too fast, or too slow, and was sore at himself.

Mr. A. bought a ticket from a clerk who was cheery and looked pleased to get the business, and unconsciously caught the attitude; consequently he accosted the gate-man with a smile, was friendly to the conductor, tickled to death with the scenery, had no kick about the weather or the hot car or the motorman. He was happy and at peace with himself and with the world and went out of the way to praise our road and to give his name as a witness when friend conductor needed names in his business.

Start them out right, boys; they will have a better time on their trip, no matter where they are going. You would be surprised what big returns may be had in this way. Salesmanship? Sure, it is. Don't you remember how you feel when that fellow sells you something and takes your money and looks at you like he had the dyspepsia instead of your money?

How many of you fellows remember back to the time you called her "mama"? This is not a recipe for "mother's" brown bread, but "mama's" brown bread. Try it, girls; make some of it and feed it to him and bring back the old days to him. Take 11-4 cups of corn meal and 1 cup flour, with 1-2 teaspoonful of baking powder; add 1 cup sweet milk and 1 cup sour milk; then stir in 1-2 cup of molasses to which 1 teaspoonful of soda has been added. Put in cans (about two-thirds full) and steam 3 hours; then stand in hot oven for 15 minutes to dry out.

How many of you have tried out these recipes? Let's hear from you. Write to the Car Window Gink and tell about your luck. Also slip in a good recipe, if you want to, that you have tired out and know to be good—and economical.

ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

Following his appointment as Chief Wireman, J. J. Shay of the Signal department has been appointed Construction Foreman.

"Catalina for a few days and the balance of the time at home," is the information Miss L. M. Gaskill gives concerning her vacation.

Miss Viva M. Carr, Camp Nurse, has returned from a vacation in the Big Santa Anita and states that she appreciated the much needed rest.

We have lost two of our newer members in the persons of Miss Dorothy Lawrence and Miss M. L. Bramham; they will both be remembered for their very pleasing personalities.

While on duty installing a light circuit on the Echo Park Ave. Line, John E. Lewis was severely burned; he is recovering fast and will be able to return to his work soon.

E. E. Bond, Paving Supervisor, left for Portland, Seattle and Vancouver, B. C., August 3, on a two weeks' vacation. To vary the scenery he is going to Seattle by boat and return by rail.

E. P. Engleman has just returned from a vacation and has again assumed his duties as Shop Foreman; during his absence Harry Brenneman supervised the work in the shops.

Guy C. Alexander is working again after having gone through a painful operation at Omaha. While in service in France he suffered an injury from an aeroplane propeller, making an operation necessary.

From now on it will be J. Rudolph Metz instead of plain John. Certainly the father of a nine-pound boy should be in a position to demand this respect. The son will be one year old the twenty-second of next July.

Miss B. V. Kelly has returned to the office after an enjoyable vacation at our Vacation Home. She states that she left the camp in care of George Barclay of the Bridge and Building department, who arrived the day she left.

The last chapter of an enviable record was closed upon the death of Alfred Brown. In August, 1911, Mr. Brown joined the P. E. forces as bridge inspector, in which capacity he had been employed to the time of his passing. His faithfulness and dependability have been reflected at all times in his work and the company has suffered a great loss. To his family in the loss of one so dear to them, we extend our heartfelt sympathy.

R. D. McKesson, Inspector in the Paving department, has returned from a leave of absence in time to act in the absence of Mr. Bond. He has been spending his time recently as a guest of his brother in Wyoming and returns fully satisfied to remain in California.

Immediately upon the return of Miss Carr, Miss Eva Peterson, who administers to the needs of the camps on the Southern Division, left for a short vacation which she intends to spend at home, believing that it will provide what she needs most, a complete rest.

Mrs. Bess Atkinson and Miss Gilmer, who have filled the two vacancies in the office, have entered into the work as though just returning from a vacation, rather than as strangers to our work. May we be fortunate enough to have them with us a long time.

We were favored with a visit recently from our old friend J. R. Lowe, who is now Assistant Chief Engineer and Superintendent of the San Diego and Arizona Ry. Except for business trips to Los Angeles, which are very infrequent, his duties require that he spend all of his time in San Diego.

Among recent changes in the Signal department are the following: G. H. Spencer now maintainer at Marengo and Lamanda Park Tower; L. H. Cash resumed duties of night maintainer at Watts, having been sick for some time past; R. E. Mead transferred to construction work, and A. V. Shaw taking his place as Bell Maintainer.

Simply overwhelmed with good fortune, Albert L. Enoch is receiving congratulations on the advent of a son in his home, weight eight and one-half pounds. His recent appointment to the position of batteryman, supervising the maintenance of all batteries in towers, has taken second place in his thoughts since his duties have increased at home.

S. R. Florence reports from the Keweah Valley, where he is spending his vacation, that there are more fish in the streams than he and his companions can possibly handle and what is more unusual it is possible to catch them. Every season there are those among us who know of excellent places to fish and return from a trip with nothing but a sunburn. Mr. Florence is more fortunate in that his friends can not question his statements on account of the distance being too great to make it possible to return fish in anything but "too ripe" condition.

REDONDO BEACH
MT. LOWE
URBITA SPRINGS

RESORT GLEANINGS

W. A. McCAMMOND, ASSOCIATE EDITOR

Redondo Beach

The Pacific Fruit Express employes had a great day at Redondo Beach on Saturday, July 31st. The occasion was their annual picnic and they arrived one thousand strong on special cars at 10 a. m. Immediately one wild rush was made for the bath house and the plunge was soon filled with the handlers of the refrigerator cars from Colton and Los Angeles.

They had swimming races in the forenoon and after a basket lunch held field sports in the afternoon. The dance hall came in for its share of their patronage in the afternoon and evening. The party left in the evening on special cars and the opinion expressed by everyone was that they had had a very pleasant and enjoyable day.

The Marine Fashion Revue held at Redondo Beach on Sunday, August 1st, brought out the biggest crowd that has ever been at Redondo Beach. From early morning and all day the big Bath House was taxed to overflowing and a waiting line clear down for half a block most of the day. The Dance Pavilion did an enormous business and the concessionists all along the water front report the biggest day's business they ever had.

The new Capitol Theater, which opened its doors in the evening, played to capacity houses.

The Marine Fashion show, which was staged by Miss Jewell Pathe, was one of the most unique pageants ever presented at any beach resort. The company consisted of well known moving picture girls in bathing suit parade and revue. After the parade around the pier and along El Paseo, headed by Redondo Beach Band, a shower of carnations was thrown from the balcony of the pavilion over the bathing beauties by ten local girls. The finale was staged in the dance pavilion where the prizes were awarded to the successful winners.

The Commercial Secretaries Association of Southern California, which is an auxiliary association of the Associated Chamber of Commerce, held its regular monthly meeting at Redondo Beach on Saturday, July 31st. About sixty-seven secretaries and their wives attended and after the business meeting, held in the St. Edgar Hotel, the party enjoyed swimming, dancing and various other forms of amusement during the afternoon and evening.

Mr. E. H. Sharpe, general agent passenger department, made a talk before the business meeting on the proposed Los Angeles Union Terminal.

PE

ALPINE NOTES

David Dimont, we regret very much to say, is confined to the California

Hospital for an indefinite period. Dave, of all the employees at Alpine, is most keenly missed. It is hoped that his recovery will be speedy and that we will have him back within a reasonably short time.

Alpine is having an unprecedented summer business, and the prospects are most favorable for the most successful season in the history of the resort. It is quite noticeable that more and more of the employees are coming to Mt. Lowe for a few days' pleasure and rest.

The manager here has been studying arithmetic since his last trip down the hill. It seems that on that journey he visited several cafes to make comparison of menus as against Alpine. He is now trying to find the cost of a regular meal if 9 sandwiches cost \$14.58.

Assistant Manager Pierce is to leave us soon to enter business for himself. We regret his departure, but wish him every success in his new field.

Work is expected to begin soon on the new housekeeping cottages to replace those destroyed by fire some time since.

PE

URBITA SPRINGS PARK

Urbita Springs Park is the most popular place around San Bernardino on Sundays. Besides being the coolest spot these hot days, there is something doing every minute and the big vaudeville show staged every Sunday attracts record breaking crowds.

To break the usual run of vaudeville the Scottish Pipe Band from Los Angeles gave a real Scottish concert on Sunday afternoon, July 18th.

The band consisted of pipers, drummers, dancers and singers and the program they put on reminded the writer of the old days in the Scottish Highlands.

Two clever little tots dressed in kilts danced the highland fling, Mr. and Mrs. Lowe danced the double sword dance and Alec Dunlop in impersonating Harry Lauder's latest songs made a hit.

There was a big and appreciative crowd at both shows.

The biggest event ever pulled off at Urbita Springs Park was the Bathing Girls' Fashion Revue and Parade held on Sunday, August 8th.

The parade started from the Bath House at 2:30 and headed by the San Bernardino Elks' Band paraded the lake and grounds and back to the Music Plaza, where the girls were in revue on the stage. Several of the company appeared in dancing and singing acts. The feature act being the dancing of little Dorothy Morgan.

a pretty little blonde, six years old. Miss Jewell Pathe had charge of the production and the show was a marvel of costume creations, both dazzling and unique.

The San Bernardino Elks' Band gave a concert in the evening of high-class music.

The day was hot and the attendance at the park was the biggest on record.

PE

PASSENGER DEPARTMENT

Joint arrangements have recently been completed and placed into effect with the San Antonio Transfer Company, whereby through tickets may be sold by all our regular agents to Camp Baldy. Connection is made with cars of our line at San Antonio Heights and from this point the San Antonio Transfer Company operate a line of convenient and comfortable auto buses to Camp Baldy, where accommodations of a first class mountain resort hotel and housekeeping cottages or tents may be enjoyed. In the sale of tickets to Camp Baldy, as well as to resorts in the San Bernardino Mountains, agents will carefully observe instructions contained in General Passenger Department Circular Letter No. 50 of August 2, 1920.

No doubt a good many of our employes have noted the new gate system for handling passengers passing through our Main Street Terminal, which was placed in operation on July 30th. Gates are located just back of the ticket office and before passing through same passengers must show their tickets, thereby providing a waiting room for people who actually intend to travel on our cars and eliminating the loafers who seem to have but one aim in life and that is to warm the benches in a railroad station. By this new system, the practice of having passengers show their tickets when passing through the different line gates at the time trains are being loaded is done away with, which expedites the handling of large crowds.

Our Advertising Department now has on the press, to be issued soon, a beautiful four-page folder advertising our different trolley trips. Its distribution will be confined entirely to the boats of the Wilmington Transportation Company plying between Wilmington and Avalon.

July was a record month for the Mt. Lowe line, there being over 14,000 passengers handled through the Tavern, not to mention those handled only as far as Rubio, Echo Mountain and other points this side of the Tavern. Don't forget to tell your friends from the East that we have the most wonderful mountain trolley trip in all the world.

Redondo Beach came to the front on Sunday, August 1st, traffic to that point being the best in the history of the resort. The Redondo Beach Marine Show was the drawing card, and due to the efforts of the Passenger Department, Resort Department

and City of Redondo, the event was a big success in every way. This same show is to be put on at Urbita Springs Park, San Bernardino, on Sunday, August 8th. It is estimated that between twenty and twenty-five thousand people visited Redondo on that date.

Business handled through the Excursion Department during July shows a nice increase over July, 1919, and also an increase over June of 1920. Mr. Marler and his force of Traveling Passengers Agents and Mr. Brucker, Ticket Agent, General Passenger Department, have been kept on the jump all month taking care of the picnic and excursion business.

In order to provide more comfortable and dependable service for our patrons between San Bernardino and Highland-Patton, the company has just placed an order for a new bus for this run which will accommodate twenty passengers. The body will be constructed on a Reo chassis. Order will also be placed shortly for one additional bus so that the present buses can be retired from service.

F. E. Billhardt and Gray Oliver have just returned from their vacations. Both report having made the best of their time while away. Jack Birmingham and Arch Fidel are now spending a few days at Avalon.

Ralph Diamon is now holding down the advertising desk, having taken the place left vacant by resignation of Mr. Orlijon.

Some of the conductors who turn in their money at our Main Street Terminal have no doubt missed from the Receiving Cashier's booth the smiling face of Miss Mary Packer. Miss Packer is now one of our regular Information girls, transfer being made on account of the resignation of Miss Julia Bell, who left us to accept service with the Hubberd Auto Supply Co.

Miss Evelyn Clark is a new girl on the information exchange, taking the place left vacant by resignation of Miss Hazel Dreves, who is returning to her home in the East.

PE

DON'T, MR. CONDUCTOR

Don't give passenger a ticket or transfer improperly punched and expect honoring conductor to accept same. If improperly punched, cancel same and remit to Auditor with ticket collection and issue to passenger ticket or transfer properly punched.

Don't use the one way adult fare for round trip half fares. Round trip half fare is one half the round trip adult fare, adding sufficient when necessary to make fare end in exact cents, excepting that cents shall be the minimum for one way and 10 cents for such round trip half fares.

Don't fail when issuing local transfers Form L. A. T. 1, to punch in space provided, from what Division issued and direction traveling. Some conductors are not doing this when

transferring to cars of same Division. This should be shown in all cases. Watts-South Pasadena line conductors will punch out "Northern Division" when operating north on Sixth and Main Streets, and "Southern Division" when operating south of Sixth and Main streets.

Don't punch Los Angeles local transfers Form L. A. T. 1, when issued for walking transfer at point where passenger leaves car. Point at which passenger is to board other car should be punched. Example: When transferring to Hollywood car at First and Main streets from Watts-So. Pasadena car transfer should be punched "First and Hill streets" or vice versa.

Don't under any circumstances issue Los Angeles local transfers on fares or tickets collected from outside of defined Los Angeles City Limits as described on page 2-B and don't honor such transfers collected beyond these limits.

Don't fail to announce distinctly streets, stations, and transfer points. Strangers especially expect and appreciate this information and considerable inconvenience to passengers might be avoided if this is adhered to.

Don't fail to make out on prescribed form statement of all tickets in your possession on the last day of each month, remitting same with trip sheet for that day to Auditor.

Don't destroy transfers which you have punched ahead and did not use. Avoid as far as possible punching ahead more than required, but cancel those not used and turn in with ticket collection.

Don't repunch tickets or transfers for another day or month if not issued on day or month for which already punched. Avoid punching too many tickets in advance, but should you have punched any ahead and not used at completion of day or month for which punched, cancel same and turn in with ticket collections.

Don't waste or destroy unused hat checks. Remember paper of all kinds is expensive and scarce.

Don't lift unexpired books when coupons from other commutation books have been placed loosely in same. Loose coupons only should be lifted in this case, and sent to your Superintendent with explanation accepting good coupon or cover of unexpired book for transportation of passenger.

Don't fail to lift entire book and all coupons whether expired or unexpired when coupons from other commutation books have been pasted or fastened therein, sending same to your Superintendent with explanation and collect regular fare from such passenger between points traveled.

Don't fail to issue proper card receipt Form P-34 in all cases when passenger is liable to make application for refund.

Don't refuse to honor for transportation unexpired loose coupons bearing same number as shown on cover of commutation books when presented with proper cover. Such coupons may

have become detached by handling or through error and should not be classed as mutilated or bogus transportation.

Don't remit coupons detached from cash coupon or advertising cash coupon books with cash remittance. All cash coupons should be registered as "tickets collected" and remitted with other ticket collections.

Don't use suburban transfer Form T.W.-1 when transferring passengers to points on Westgate Line, outbound, beyond Westgate (Federal Street) Triplex exchange check (Form W.D.T.-2) must be used, punching transfer point "Sawtelle."

Don't issue transfers from **outbound** Hollywood Boulevard and Highland Avenue in any direction excepting on local fares collected from points east of Normandie Avenue.

Don't transfer passengers to La-agoon Line at Del Rey Junction, inbound, on fares or tickets collected reading from points on Redondo Line south of Del Rey Junction to Los Angeles. Such fares or tickets apply on this line via Ellenda only and must not be honored via Venice.

Don't fail to issue transfers, upon request, at Broadway and Brand Boulevard, Glendale, as provided for in Section 18, Bulletin P-D. 440-C., when car does not operate through to destination desired.

Don't transport more than one passenger on 60-ride municipal tickets, Form W-24-60, reading between Los Angeles and Van Nuys, or Form W-23-60, reading between Los Angeles and Sawtelle or Soldiers' Home. Some conductors are accepting coupons out of these tickets for more than one passenger. This is wrong as they are individual tickets.

Don't transport more than one passenger on 60-ride municipal tickets, Form S-26-60, reading between Los Angeles and San Pedro. Some conductors are accepting coupons out of these tickets for more than one passenger. This is wrong as they are individual tickets.

Don't accept CASH COUPONS from books issued by the United States Railroad Administration or any foreign line. PACIFIC ELECTRIC issue, Form C.C.1, C.C.2, C.C.3, or C.C.4 are the only cash coupons good for passage on lines of the Pacific Electric Ry.

Don't refuse to honor commutation tickets reading between San Pedro and Seal Beach or points South thereof either via Long Beach or Dominguez Junction.

Don't sell one way or round trip tickets between San Pedro and points on the Newport Line via Dominguez Junction. Such one way and round trip fares apply via Long Beach only. Passengers insisting upon going via Dominguez Junction must be sold to Dominguez Junction only and requested to purchase another ticket on the other car.

Don't issue local transfer in San Pedro from Point Firmin car to La Rambla line at Fifth and Front Streets. Proper transfer point is Sixth and Pacific Avenue.

MORE "BIG HIGH JINKS"

Redondo Beach and Urbita Springs to be Again Invaded.

Upon suggestion of the Executive Committee of the Pacific Electric Club the management of the railway has approved an event to be known as "Pacific Electric Employes' Day" for recreational purposes at Redondo Beach and Urbita Springs, on Saturday, August 28.

To both of these places free transportation, from any point on the system, together with free bath house and dance pavilion privileges during the day and evening, will be granted. High jinks and carnival to be held in the pavilion of the two resorts during the evening.

Employes not able to avail themselves of these privileges on the date named may secure from their head of department these same privileges at points named on any day following August 28 and prior to September 30, Sundays and Labor Day excepted.

This event is free for employes and wholly dependent members of their families, but friends of employes may, of course, accompany them upon payment of regular rates.

The following rules with reference to transportation must be observed:

Free transportation to Urbita Springs and return, or Redondo Beach and return, from any point on the Pacific Electric System, will be furnished to employes and entirely dependent members of their families, upon application to heads of departments through regular channels. Where application is made for dependent members of a family, relationship must be stated, for example:

"Mrs. John Jones, wife of motorman."

"Mrs. Martha Jones, dependent mother of John Jones, motorman."

"Charles Jones, dependent son of John Jones, motorman."

"Sarah Jones, dependent daughter of John Jones, motorman, etc."

Or in case of a family:

"Mrs. John Jones, wife; Mrs. Martha Jones, dependent mother; Charles, dependent son, and Sarah, dependent daughter, of John Jones, motorman."

Do not request separate passes for individual members of family unless absolutely necessary. Be sure and state day which pass is desired for use.

It is illegal to request or to issue passes to members of an employe's family who are not entirely dependent upon him for support, and there is a heavy penalty for obtaining or issuing transportation not authorized by law.

The issuance of trip passes for this event is an additional courtesy to employes and not a part of the regulations prescribed in circular governing the issuance of passes to employes. Requests should be made early in order that the different departments may have ample time to issue transportation.

In order that Transportation Department may provide sufficient equip-

ment advance notice should be given Mr. Annable not later than August 27, stating the approximate number of employes who will avail themselves of this outing, and the points at which they will board the trains.

Free admission (except for war tax) to the dance pavilion and plunge, at both Redondo Beach and Urbita Springs, may be obtained upon presentation of Club Membership card, or Pacific Electric pass showing that bearer is a Pacific Electric employe or dependent. This identification must be made at Information Bureau which will be maintained at each resort by the committee in charge.

NONSENSE

It was midnight on the ocean,
Not a street car was in sight;
The sun was shining brightly
And it rained all day that night.

It was a Summer day in Winter,
The rain was snowing fast,
A barefoot boy with shoes on
Stood sitting on the grass.

It was evening and the rising sun
Was setting in the West,
And the little fishes in the trees
Were huddling in their nest.

The rain was pouring down,
The moon was shining bright
And everywhere that you could see
Was hidden out of sight.

While the organ peeled potatoes
Lard was rendered by the choir,
While the sexton rang the dishrag
Someone set the church on fire.

"Holy smoke," the preacher shouted,
In the rain he lost his hair,
Now his head resembles heaven
For there is no parting there.

ADVANTAGES OFFERED BY "COMPANY B"

Recent ruling of War Department authorizes the selection of two men per National Guard Company per year for appointment to West Point Military Academy—subject to mental and physical examination—between the ages of 18 and 22, to be eligible the candidates must have served at least one year before date of entrance to Academy.

Parents, here is the opportunity to put your son thru one of the finest schools in the United States without cost to yourself. Encourage him to enlist in Co. "B," the Pacific Electric Company.

Young man—If you have a high school education and are ambitious to go to "The Point" give this serious thought, it is **your chance** to obtain a thorough education. Enlist in Company "B" and get on the eligible list.

COMPANY "B"

TEN BIG REASONS WHY YOU SHOULD JOIN COMPANY "B" FOR P. E. MEN

1. Ever Fire a "Springfield"?

You can go to the State Range for a day's shooting every month; qualify for State and Federal medals.

2. Do You Like Good Eats?

The feed of your life on the range encampments and at the frequent banquets at the Armory.

3. Like to Camp Out?

You have monthly one-night encampments on rifle range, Saturday night and Sunday.

Two weeks' vacation for field training, with pay and all expenses paid at a Regular Army Camp.

4. Do You Like to Dance?

The dances in the Armory Ball Room are where your wife and sisters or your sweetheart will want to go again.

5. Are You Athletic?

Your membership will entitle you to the "gym," and New Pool to be built in the Armory building; to the Hand-ball, Indoor Baseball, Basketball and Boxing, under instruction; staged Athletic Events.

6. Want to Harden Your Muscles?

You will receive "Setting-Up Exercises" under a competent instructor that will build your physique so you need not be ashamed to wear a bathing suit.

7. The new Army Bill provides real pay or drills.

8. Gives You Membership in an Exclusive Military Club.

The new Federalized Guard will be made into an Exclusive Military Club, with Card Membership. "Regular Fellows," that you have wanted to meet, belong. No dues.

9. Gives You an Extensive Military Training.

Will give you a training in Military Tactics that elsewhere would cost you a bunch of money, much time and energy. Largest open-air Drill Court on Pacific Coast. Learn to drill and be instructed under personal direction of a major who has written books on drill regulations. Officers and Non-commissioned Officers Schools weekly (optional). Only one drill night weekly required for drill.

10. Teaches You Self Reliance.

You will learn how to take and give commands; how to control yourself and other men how to take care of your health under adverse circumstances; how to cook and eat; increase confidence in yourself—all of which will fit you for a higher position in your present line of work.

The "Guard" will not interfere with your work in civil life.

Enlistments one or three years.

Open for real men of 18 to 45.

Endorsed by the American Legion.

You will find a lot of "fellows" from your "old outfit" in this new Regiment.

COMPANY "B"
Recruiting Committee.

Transportation Department Meetings

NORTHERN DIVISION MEETINGS SAN BERNARDINO

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen, was held on July 13 at San Bernardino, Chairman D. J. Finley calling to order at 8 p. m.

There were present Assistant Superintendent F. E. Peachey, representatives of the Mechanical and Maintenance of Way Departments and twenty-two trainmen.

The minutes of the previous meeting were read and approved.

Unfinished Business

Providing seat across track from station, Arlington.

Disposition: Referred to Maintenance of Way Department for action, but nothing has been done.

Change location of station at Larchwood, for better accommodation of passengers.

Disposition: Mr. Peachey and Mr. Jones recommended that the change be made. Mr. Peachey will take up with Mr. DeNyse of the Maintenance of Way Department.

Proposed stops at Oakwood Drive and school house, and abandonment of existing stop between those points.

Disposition: Mr. Peachey and Mr. Jones recommended that the situation be left as it is.

Proposed drinking fountain at trainmen's room.

Disposition: Matter will have consideration.

Slippery rail on 14th Street hill, Brockton Avenue Line.

Disposition: This has been taken care of.

Salt Lake trains to flag crossing of our tracks at La Cadena Junction.

Disposition: Mr. Peachey stated that Mr. Bradley had advised that the crossing agreement with the Salt Lake provided that Pacific Electric should flag; that no hazard existed as Salt Lake trains always crossed under control.

Proposed signs in cars warning passengers to look out for automobiles when alighting from cars.

Disposition: Mr. Peachey stated Mr. Bradley had advised that while it might do some good, it was doubtful.

New Business

By Mr. Downs, that trees near Jurupa, Brockton Avenue Line, need trimming.

Disposition: Referred to Maintenance of Way Department.

By Mr. Downs, that it would be greatly appreciated by all concerned if the drinking fountain at P. E. Station, San Bernardino, could be fixed with an ice coil, so men could have cold drinking water.

Disposition: Referred to Maintenance of Way Department to arrange if practical.

By Mr. Van Fleet, that running time between 6th and Main Street Terminal and Covina Junction be increased three minutes account speed restrictions on Aliso Street; cannot make the time and observe the restrictions.

Disposition: Referred to Mr. Bradley for consideration.

By Mr. Van Fleet, that conductors operating baggage cars or cars with baggage compartment be allowed to wear overalls while handling baggage; some cases where uniforms have been torn and soiled handling baggage.

Disposition: Referred to Mr. Bradley for consideration.

By Mr. Van Fleet, that weed burner operating on San Bernardino Line frequently put out but one torpedo instead of two, resulting in stopping trains and delaying service suggested practice be looked into.

Disposition: Referred to Mr. Bradley for consideration.

By Mr. Spellane, that much trouble is experienced with buzzer signals on 1200 class equipment, particularly with 3 and 4-car trains; they do not work throughout the train. Also same trouble with trolley buzzers.

Disposition: Referred to Mechanical Department for attention.

By Mr. Spellane, that the cleaning of toilets on 1000 class cars is being neglected; cars also allowed to go in service without water in the tanks for flushing. Specific attention directed to car 1031, which was in bad condition today, July 13th.

Disposition: Referred to Mechanical Department for attention.

By Mr. Severson, that passenger landing at Madison Street, Corona Line, should be lengthened and raised; very inconvenient for passengers boarding and leaving trains.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Severson, that passenger stop be provided between Taylor and Filore, Corona Line, to afford better accommodation to the public.

Disposition: Referred to Mr. Peachey and Mr. Jones for investigation and report.

By Mr. Severson, that there are a number of broken transom lights in 400 class cars; damage due to lack of hooks in sash to operate.

Disposition: Referred to Mechanical Department to provide hooks.

By Mr. Severson, that instruction be issued for Riverside-Redlands trains to wait for Corona train connections; should stop at carhouse to pick up passengers and conductors announce trains.

Disposition: Referred to Mr. Peachey for attention.

By Mr. Babcock, that the small station building with station sign thereon "Urbita," at one time used by Southern Pacific Company and Salt Lake, be moved, or signs removed, as many passengers for Pacific Electric think it is regular station stop; building is abandoned.

Disposition: Referred to Mr. Bradley for attention.

By Mr. Mills, that receiving cashiers' receipts for turn-ins are not bound in small books as formerly, nor numbered, causing considerable trouble to trainmen in keeping proper check on remittances. Recommended that the old form be again furnished.

Disposition: Referred to Purchasing Department for attention.

By Mr. Mills, that some action be taken with joint ticket or station agents to have them promptly accept conductors turn-ins when offered and to give change when called on; some agents are arbitrary in the matter, causing friction.

Disposition: Referred to Mr. Bradley for consideration.

By Mr. Mills, that small mirrors be provided at motorman's right side to enable him to watch rear step.

Disposition: This question has been up before; mirrors tried out and not considered satisfactory commensurate with the cost.

By Mr. Mills, that the switch at west end siding of Riverside-Redlands Line be changed to line for siding, to facilitate operation.

Disposition: Mr. Peachey will look into the situation and take necessary action.

By Mr. Hume, that trolley poles on Arrowhead Line should be numbered in conformity with practice on other lines great benefit to trainmen in designating localities, etc., in event of trouble.

Disposition: Referred to Electrical Department for consideration.

By Mr. Hunkler, that some definite point be established at Redlands for stopping point of Riverside-Redlands cars; some cars go down to 'phone box and wait, others go somewhere else.

Disposition: Mr. Peachey stated proper point is Citrus Avenue and instruction would be issued.

By Mr. Hunkler, that station lights be provided at Vivienda and Chapel, as there is considerable traffic at both points.

Disposition: Mr. Peachey will make check of passengers on and off after dark and make recommendations.

By Mr. LeBeuf, that curtains be provided behind motormen in open section, to eliminate glare from interior illumination.

Disposition: Mr. Grace stated this matter was now under consideration by Mechanical Department with view of developing some type of curtain which can be maintained satisfactorily on equipment.

By Mr. LeBeuf, that whistles are too small on 500 class cars, cannot be heard far enough away from highway crossings.

Disposition: Mr. Peachey instructed that motormen should sound whistle at whistle post and again at intermediate point.

By Mr. Monroe, that trainmen are not paying enough attention to observance of train indicator signs; are giving train indication by finger tips.

Disposition: Mr. Peachey will put out bulletin to cover.

By Mr. Monroe, that the safety stop now being made at Alta Vista, Arlington Line, be eliminated, as not necessary with light equipment operated on the line.

Disposition: Referred to Mr. Bradley for consideration.

By Mr. Monroe, that passenger landings on the old Magnolia Avenue Line be extended about 15 feet so cars may load and discharge at both ends.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Hunkler, that trains are exceeding speed limit on Market Street.

Disposition: Mr. Peachey will take necessary action.

By Mr. Moore, that line cars should be classed the same as work trains and paid accordingly.

Disposition: Mr. Peachey explained that line cars and express cars were handled under passenger trainmen's seniority; that question of putting their runs under freight classification had been up and voted down.

By Mr. Spellane, that motormen's cab doors be arranged to swing out instead of in.

Disposition: Matter now up with Central Safety Committee for consideration.

Mr. Grace addressed the meeting on the subject of proposed joint terminal passenger facilities, explaining the Company's plans for elimination of grade crossings and traffic congestion.

There being no further business, adjourned at 10:00 p. m.

After the business session refreshments in the form of ice cream and cake were served to all present.

G. H. GRACE, Secretary.

PE

POMONA DISTRICT

The regular monthly meeting of the Pomona trainmen was held on July 16th at Pomona, meeting being called to order at 10:00 a. m. by temporary Chairman Jordan; on account of Chairman Butler being on his vacation Mr. Jordan will act as Chairman in his stead.

New Business

Suggested by Motorman B. W. McCullough, that the San Dimas local car meet trains numbers 37 and 48 at San Dimas Junction on account of inconveniences to from one to five passengers getting off at San Dimas Junction, from number 37, and because of frequent inquiries for connection with train number 48.

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

By Conductor S. F. Brown, that the club room that is soon to be constructed at Pomona Yards be equipped with toilets and wash room, there being no facilities of this kind at Pomona Yards.

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

By Motorman J. H. Jordan, that a yellow sign with the word "school" in black letters be placed on span wire in front of all school houses.

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

By Motorman J. H. Jordan, that the controller and air brake equipment on 170 class cars be moved to right side of car and closed in, to prevent passengers from talking to motormen.

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

By Conductor S. F. Brown, that a drinking fountain be put in at Up-lands, Euclid Avenue, on account of passengers waiting at this transfer point, inquiring as to where they could get a drink.

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

By Motorman J. H. Jordan, that some space be left for margin at left of bulletin and run sheets kept on file in Bulletin and run books, on account that part of printed matter is covered up when fastened in the books.

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

There being no further business, the meeting adjourned at 11:30 a. m.

E. E. COOPER, Secretary.

PE

NORTHERN DIVISION MEETING LOS ANGELES

The regular monthly meeting of the Northern Division Trainmen was held at the Pacific Electric club rooms on July 20, meeting being called to order at 8:00 p. m. with Northern Division Staff and about fifty trainmen present.

Unfinished Business

Requested that inbound trains as well as outbound trains make the safety stop at Aliso and Lyons Streets, as those driving automobiles figure that this is a safety stop in either direction and two accidents have occurred at this point caused by autos driving from behind the outbound cars, stopping in front of the inbound cars moving.

Disposition: This matter has been checked up and a bulletin will be issued to have all trains under control and at low speed at this point, as a Safety Stop is not thought to be necessary.

New Business

Suggested that on outbound Pasadena Short Line trains the trailer conductor come up to the front end of car and open the gate at Mission Street, on account of picking up so many passengers at this point.

Disposition: Mr. Rodenhouse will arrange to put out notice and instruct the men to do this.

Suggested that arrangement be made so that Run 74 on Train 29 will get out on time. This train leaves at 9:05 a. m. and is always delayed by Catalina trains leaving about this time.

Disposition: This will be investigated and reported upon at the next meeting.

Reported that on San Pedro Street where we cross the L. A. Railway lines, the breakers are all on our lines. Suggested that they be changed to the L. A. Railway lines as they have only one-car trains and can pass them easily, while it is impossible to get three-car trains by them all.

Disposition: This has already been taken up with Mr. S. H. Anderson, who has taken it up with the L. A. Railway for their consent.

Suggested that the Southern Pacific crossing bell at Broadway and Center Streets, Pasadena, be connected up to ring for Pacific Electric trains as well as S. P. trains.

Disposition: Referred to Mr. Florence.

Suggested that on Pasadena and Oak Knoll trains inbound at 6th and Main Streets, be allowed to keep front gates open until after they stop inside the station.

Disposition: Mr. Bradley stated that this was the intention of the present rule and was therefore all right.

Suggested that all motormen on Sierra Vista be cautioned against pulling in ahead of and delaying Main Line trains at Indian Village and Aliso and San Pedro Streets, and that Instruction Department instruct new men thoroughly on this point.

Disposition: This is under supervision at the present time and will be watched more closely.

Suggested that the Uniform Department establish a cleaning department for the purpose of cleaning trainmen's uniforms at a cost price. This was voted upon and passed unanimously.

Disposition: This will be investigated by a Committee and arranged if possible.

Suggested that a cluster of lights be placed at East San Gabriel to provide lights for the Mechanical Inspector at that point, whose work is all at night, as the present light at the depot is inadequate.

Disposition: Referred to Mr. Peak to check up and make recommendation as to the best location for the light.

Suggested that a better telephone bell be put in, on the telephone at East San Gabriel, as the present one is not loud enough for the Mechanical Inspector to hear if he is a short distance away.

Disposition: Referred to Mr. Peak to check up and make recommendation as to a better location for the telephone so that it will be heard by anyone on duty there.

Suggested that Tracks Nos. 7 and 8 at State Street Yards be used for the main line and the present main line tracks used for pulling in and out of yards.

Disposition: This will be taken up with the Management.

Suggested that a motorman be stationed at Vineland to cut off trailer cars, instead of running trailers through to Pomona, as there is plenty of room in one car from Vineland on.

Disposition: This will be investigated and taken up with Mr. Annable. There being no further business, the meeting adjourned at 9:15 p. m.

P. C. CROSS, Secretary.

PE

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held on July 20 at 8:15 p. m. in the Committee Room, Pacific Electric Club, Chairman B. C. Chase calling the meeting to order.

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

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

Unfinished Business

Chairman Chase asked for reports on the recommendation that suggestion boxes be placed at the different terminals on the Western Division; also for any suggestions received.

Following from suggestion boxes were read:

New Business

By A. Clayton: Read suggestion from Sherman: That on the Western and Franklin Line some difficulty is experienced in keeping a man on the night run account too much work issuing transfers. A transfer should be made for that line so one transfer would be enough for conductors to carry.

Disposition: Referred to Traffic Department for further investigation.

By J. W. Gilreath: Read a communication: That upholstered seats on the 800 class cars need blowing out with a vacuum.

Disposition: Referred to the Mechanical Department.

By G. L. Leete, with reference to Long Siding at Venice: That part of the time a switchman is there and part of the time no switchman is on hand. That there is quite a little danger of accidents when switchman is not there, during the busy hours, on Sundays and holidays.

Disposition: Mr. White remarked that this condition is due to a shortage of men at the present time; and that switchman would be furnished if possible to do so.

By G. L. Leete: That there is a sign at North Beach not to park automobiles there; that automobiles often disregard it, and this interferes with passengers getting on and off cars.

Disposition: Mr. White stated that the Chief of Police or Mayor of Santa Monica would be notified.

By G. L. Leete: That yellow flags alongside tracks are curled around flag sticks by the wind. Suggestion made that we use flags similar to those used by steam railroads, having flag sticks at both sides also that section men are very careless in regard to placing green flags when working under protection of yellow flag.

Disposition: Referred to Maintenance of Way Department.

By Mr. Chase: That first aid supplies be placed at the different terminals, to be in charge of terminal foremen, to take care of minor accidents to trainmen.

Disposition: Mr. White stated that we already have first aid boxes at some of our terminals. Matter to be looked into and checked up.

By E. C. Brown: That we have a surplus of dash signs at Hill Street Station which we are unable to use; that these should be repainted to cover lines on which we are short of dash signs—South Hollywood, etc.

Disposition: To check up with Mechanical Department to have surplus sent to shops to be repainted.

By Mr. Chase: That switch lock be put on toilet at Glendale Station for the convenience of the trainmen at East Broadway.

Disposition: Mr. White stated that toilet will be placed at the end of East Broadway Line in the course of time.

By Mr. Reed of the Southern Division: A suggestion was made at the Southern Division Trainmen's meeting to confer with the Western and Northern Division trainmen, with a view of effecting some arrangement whereby trainmen's uniforms could be cleaned at regular intervals at a minimum rate.

Disposition: This proposition met with the approval of the trainmen. Motion was made by Mr. Jenks, seconded by Mr. Clayton, and unanimously carried, that matter be referred to Mr. White to consult with the Northern and Southern Division Superintendents, together with the Uniform Department, to see what can be done in this regard.

By Mr. Jenks: On Sundays and holidays, when P A Y E type cars are used on South Hollywood Line, should they be used as P A Y E ?

Disposition: Mr. White stated that P A Y E cars should not be used on other than five-cent lines, and when it is necessary to use them, they should not be used as P A Y E except in five-cent limits.

By G. L. Leete: Starter at Gardner Junction told us not to turn trolley until we get at the other side of the crossover. This turns out to be a disadvantage for trainmen and also wastes time.

Disposition: Matter will be looked into further.

There being no further business, the meeting adjourned at 9:20 p. m. to partake of fruit, ices and cakes in the Auditorium.

M. MARKOWITZ, Secretary.

PE

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division trainmen was held on July 20th at the Pacific Electric Club, Chairman Mulligan calling the meeting to order at 8:00 p. m.

Superintendent Davis, members of the Division Staff, and twenty-five trainmen were present.

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

Unfinished Business

That the trailer runs out of Long Beach be scheduled as regular runs and put up for bid.

Under discussion, it was pointed out that bids for such runs could not be confined only to men working out of Long Beach; all the men could bid and runs would be awarded according to seniority.

Disposition: Question will be submitted to men working out of Long Beach as to their preference in the matter and definite action withheld until next meeting.

New Business

Recommended that combination passenger and express cars 1362 and 1363 be provided with double trolleys, account cars so long trolleys will not stay on the wire.

As an alternative, furnish each car with a trolley pole straightener to take care of damages sustained on run.

Disposition: Referred to Mechanical Department for attention.

Complaint made that the express

compartment of cars 1362 and 1363 are not properly washed out, nor often enough; these cars handle fish shipments and become very foul, so bad that passengers object to riding in passenger compartment, but insist on standing on platform. Suggestion made that more drainage holes be bored in floor so cars can be thoroughly flushed and water train off.

Disposition: Referred to Mechanical Department for attention.

Recommended that the Company make some arrangement whereby men may have their uniforms periodically cleaned at a reduced price; suggested cleaning and pressing facilities might be handled in connection with the uniform department.

It was moved and seconded that committees be appointed to present the recommendation to the Northern and Western Division meetings so that united action might be had. The motion carried.

The Chairman appointed Mr. Read to confer with the Western Division, and Mr. Murphy, Northern Division.

Disposition: Referred to Mr. Davis to take up with the management.

Recommended that some action be taken to require proper signing off of cars when rolling in. Many men fail to sign off as required by the rules, nor is any notation made on sign-off sheet as to car defects, etc.

Suggested that sign-off sheets be maintained at Pine Street Station and San Pedro, in addition to those at carhouses, 5th and American and Morgan Avenues; sheets to be sent daily to the Mechanical Department foreman.

Disposition: Referred to Mechanical Department for attention.

Attention called to fact that seniority list at Long Beach is not kept up to date; a new list should be provided.

In this connection it is recommended that the mark-up cards show men's seniority date, which would be a great convenience to all concerned.

Disposition: Mr. Davis will have corrected list prepared, and will look into matter of showing service dates on mark-up cards.

Recommended that the ticket offices at Artesia and Garden Grove be kept open Sundays to accommodate the public.

Disposition: Mr. Davis stated there were no assistants at either of the stations and he could not very well require the agent to work Sundays.

Recommended that the block signaling of the South Pasadena Line, inbound, at Echandia Junction, be revised so as to not block inbound Watts cars when switch is thrown for outbound South Pasadena cars.

Disposition: Mr. Davis will look into it and take consistent action.

Recommended that palm trees at 7th and American Avenue, Long Beach, be trimmed, as they obscure view of main line trains.

Disposition: Referred to Maintenance of Way Department for attention.

Recommended that circuit breaker at 9th and Tennessee Streets be moved two poles west account now operating 5-car trains via 9th Street.

Disposition: Referred to Electrical Department for attention.

Complaint registered against wavy glass in motorman's window, car 594; this trouble has been reported on two separate occasions and not yet remedied.

Disposition: Referred to Mechanical Department for attention.

Recommended that control of the electric switch at 7th and San Pedro Streets, on Los Angeles Railway rails, be moved further ahead to prevent being operated by P. E. cars closing up.

Disposition: Mr. Davis called attention to the bulletin governing the situation, and stated he would look into it and if necessary take up with L. A. Railway.

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

G. H. GRACE, Secretary.

LONG BEACH

The regular monthly meeting of the Southern Pacific Division Safety Committee was held on July 9th in the Committee Room, Pacific Electric Club, Chairman Davis calling the meeting to order at 2:00 p. m.

Unfinished Business

Rough track between Ocean Avenue and Wilmington Road, San Pedro-Gardena Line.

Disposition: Mr. Denton stated men were working on this section of track and the worst places had been picked up.

Operation of every other car on main tracks between Slauson Junction and Watts Line, during rush hours.

Disposition: Mr. Davis stated he had looked into the practicability of such operation and it was not considered feasible.

New Business

By Mr. Oliver, that tail lamps be taken off cars during day time; recent case trolley rope caught lamp and threw it into open section of car, barely missing passenger.

Disposition: Mr. Davis stated same liability would exist during night when necessary to have markers on rear of train. If taken off, would be lost or missing half the time when needed.

By Mr. Goodrich, that weeds need cutting alongside track at Coyote Avenue; should also extend the outbound passenger landing at that point to accommodate two car trains.

Disposition: Referred to Maintenance of Way Department.

By Mr. Goodrich, that automatic flagman at Rosecrans fails to operate on approach of inbound trains.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. J. H. Taylor, that many of the seats in 470 class cars cannot be turned account missing bolts and screws.

Mr. Green stated trouble due to rough handling on part of trainmen; can't keep them in order.

Mr. Staden stated that seats were generally in bad condition, resulting in many claims for torn garments.

Disposition: Referred to Mechanical Department for attention.

By Mr. J. H. Taylor, that many trolley catchers will not work trouble seems to be caused by broken springs.

Mr. Green stated that specific reports should be made in all cases.

Disposition: Referred to Mechanical Department for attention.

By Mr. Bond, that a pipe railing be put around motorman's position to keep passengers from crowding around so he cannot operate car properly.

Disposition: Mr. Davis stated expected to get P A Y E cars on this line, which would help the situation.

By Mr. Bond, that motorman's gongs be fixed so they will sound; much difficulty being experienced in giving proper warning.

Mr. Green stated the old type gongs were the worst, out were being changed as cars go through shops.

Disposition: Referred to the Central Safety Committee.

By Mr. Oliver, that section men when clearing sand from tracks on Newport Line, make practice of throwing it off on ocean side, from whence it blows back again; suggested it be piled on opposite side.

Disposition: Mr. Denton will look into the situation and take proper action.

By Mr. Packer, that track is extremely bad between Santiago and 26th street and at some other points on the Newport line.

Disposition: Referred to Central Safety Committee with recommendation that rails be renewed.

By Mr. Blake, that racks or hooks be attached to side frame of locomotives to carry car replacers, instead of having to carry in equipment boxes. Equipment now carried in cabooses.

Disposition: Referred to Central Safety Committee for action.

By Mr. Blake, that the Fullerton line be completed by finishing up the track work. Many rough places and is getting dangerous.

Mr. Denton stated had no men nor

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no money left under the appropriation.
Disposition: Referred to Central Safety Committee.

By Mr. Blake, that a trolley wire be placed over crossover between main track and house track, Brea.

Disposition: Referred to Electrical Department for attention.

By Mr. Blake, that speed restrictions are needed at Huntington Beach, outbound, on account of pedestrians coming off pier finding themselves on track before realizing the danger.

Disposition: Mr. Davis stated he would take necessary action.

By Mr. Blake, that speed be reduced over curve at State School, Whittier, outbound, account not able to see slow board.

Disposition: Mr. Davis stated trees on right of way should be cut and trimmed, so view would be improved. Referred to Maintenance of Way Department for attention.

By Mr. Green, that cars are moved up to inspection pit, Whittier, at too great speed; liable to injure someone.

Disposition: Mr. Davis stated he would take necessary action.

By Mr. Shepherd, that overhead on tracks 1, 2, and 3, Los Angeles yard, is badly out of line, and causing delay in switching.

Disposition: Referred to Electrical Department for attention.

By Mr. Herskind, that speed restrictions are not being strictly observed at Carson and Walton curves. Overhead has been recently overhauled and is again in bad shape.

Suggestion made that perhaps track conditions may be responsible.

Disposition: Mr. Denton stated he would check track conditions.

By Mr. Blake, that weeds need cutting along spur track at Bastianchury, interfering with switching.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Blake, that derail in spur track, Bastianchury, be moved closer to switch, to afford more track room.

Disposition: Mr. Davis will look into the situation and take such action as is proper.

By Mr. Blake, that a derail is necessary on Union Rock Company's spur to protect main track; existing condition dangerous.

Disposition: Mr. Davis stated he would take necessary action.

By Mr. Blake, that the present type of switch locks are very poor in design, material and workmanship; and cannot be readily operated.

Discussion brought out the fact that similar complaint was presented at trainmen's meeting at Long Beach several months since.

Disposition: Referred to Central Safety Committee for attention.

There being no further business before the Committee, adjourned at 3:45 P. M.

G. H. GRACE, Secretary.

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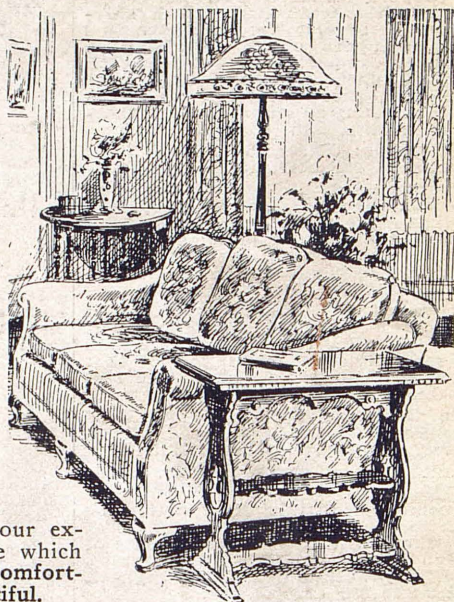
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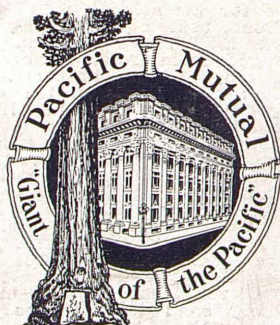
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