



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. DECEMBER 10, 1920

No. 7

The Season's Greetings



IN BEHALF OF THE MANAGEMENT
I DESIRE TO EXTEND TO ALL
THE EMPLOYES OF THE PACIFIC
ELECTRIC RAILWAY COMPANY
GREETINGS OF THE YULE-TIDE AND SIN-
CERELY WISH THEM AND THEIR FAMILIES A
MOST HAPPY CHRISTMAS AND TO EXTEND
THE HOPE THAT THE NEW YEAR WILL
BRING THEM CONTINUED PROSPERITY
AND THE GREATEST OF THEIR DESIRES.

VICE-PRESIDENT

GENERAL PASSENGER DEPARTMENT PACIFIC ELECTRIC RAILWAY



E. C. THOMAS



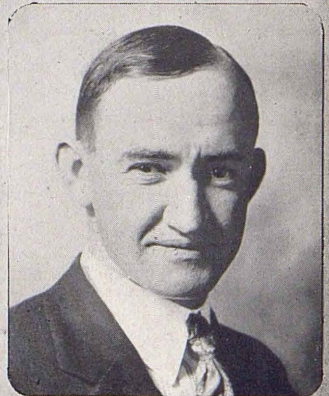
O. A. SMITH



E. H. SHARPE



H. O. MARLER



C. H. JONES

DEPARTMENT PERSONNEL

O. A. SMITH,
General Passenger Agent

E. C. THOMAS
General Agent, Promotion and Advertising

E. H. SHARPE
General Agent, Publicity and Relations

H. O. MARLER
General Agent, Solicitation and Service

C. H. JONES
General Agent, Passenger and Freight Solicitation, Eastern District, San Bernardino

TRAVELING PASSENGER AGENTS

Fred E. Billhardt

J. A. Birmingham

Archie H. Fidel

John E. Glancy

Fred C. Patton

GUIDES AND SOLICITORS

Jerome V. Scofield

Frank B. Clark

Carey E. Wilcox

George T. Brown

George A. Luce

GENERAL PASSENGER OFFICE

Geo. H. Blyth, Chief Clerk

H. D. Priest, Ticket Stock Clerk
C. E. Morlan, Rate Clerk
Arthur Levin, Secretary to G. P. A.
Monte C. Brucker, Ticket Agent
Norman Sewall, Ticket Agent, San Pedro

Geo. H. Cooper, Stenographer
Grey Oliver, Stenographer
H. F. Gentry, Asst. Ticket Stock Clerk
Ralph Dimon, Advertising Clerk
Walter V. Mack, Junior Clerk

MAIN STREET TICKET OFFICE

R. L. Brainard, Agent

H. Eggert, Asst. Agent.
W. F. Brand, Stock Clerk
V. E. Schultz, Night Agent
Julietta Fay, Comp. Operator
J. K. Green
R. D. Freed
R. W. Greenwalt
J. B. Cavins
Jas J. Adams
C. Leslie
A. Marquardt

T. Kelly
R. E. Pollard
Meta Rohwer
P. H. Lyon
Ellen Dyball
Guy W. Davis
E. C. Waggenor
D. Moore

J. R. Monahan, Cashier
O. Shackelford, Report Clerk
W. L. Logan, Report Clerk
C. F. Randolph, Refund Clerk
P. Roller
H. M. Christensen
H. Bryant
A. B. C. Dickey
S. Steinberg
Harry Dietsch
L. L. Howson

Information Service

Sybil Mather, Chief Information Clerk

Grace Anstead

Isabelle Smith

Hazel Raymond

Pearl G. Snyder

HILL STREET TICKET OFFICE

Morris Thompson, Agent

L. C. Germain, Asst. Agent
J. N. Moise
G. Houser
Geo. D. French
W. S. Wilson
David Martin

P. R. Kirby
Wm. D. Burke
Nida Knight
Carl E. Hotchkiss
Raymond E. Fry

Minor Music, Night Agent
E. Mather
Harold A. Cox
S. A. Stone
Carl R. Wertz

IN THIS NUMBER of the Pacific Electric Magazine, the General Passenger Department has endeavored to set forth for the benefit of the employes of other departments a description of its activities as manifested through its various sub-divisions; and while in some instances it does not delineate all the various details of activity, we believe the stories that follow will be of an informative nature and, in general, advise fellow employes as to our branch of the work.

This department is, in reality, the creative force of the Railway for the sale of its commodity (Passenger Transportation), and may also be termed the sales department of the road.

The department attends to the installation of various sales agencies and instructs its salesmen, both at fixed points and in movable sales-rooms (train), how sales are to be made and upon what condition tickets of the various kinds may be sold and the rules governing their use; and it is also the arbiter of prices made to its customers (subject, of course, to regulation of the Railroad Commission in such matters), and endeavors to adjust such charges in fairness to both Company and patron.

Through every avenue of information available the department takes cognizance of business conditions of every kind that effect flow and volume of traffic and through its forces makes frequent checks of its own business, as well as that of its competitors, and endeavors, as does the head of any other commercial organization, to detect blemishes in its own performances as well as to uncover unscrupulous and unfair tactics and practices of competitors.

Through the members of its staff and in various manners it endeavors to cultivate friendly business relations, not only with individual patrons, but with their communities within the radius of the territory served by the Railway with approximately 1100 miles of operative line, and in this territory it advertises its service and offers inducements for travel much in the same manner as other commercial enterprises do their wares.

The co-operation of all employes of other departments is asked, and valuable assistance to the stimulation of our business may be given by them, in information that will lead our promotion and soliciting forces to the acquisition of more business; and especially may they be of service in directing the stranger within our gates (commonly known as the tourists) to the "bargain trips" arranged for their use in seeing and knowing this Southland of ours; namely, our Personally Conducted Trolley Trips and the Mt. Lowe Trip, and thanks are hereby returned for much co-operation they have given in the past.

O. A. SMITH, General Passenger Agent.

PUBLICITY

By E. H. SHARPE

Public service corporations are a vital part of the welfare of the communities they serve, and, as in the case of most other large public service corporations, this Company has found it expedient and beneficial to acquaint its patrons and the general public with the fact that our interests are mutual, that we are as vitally interested in the growth and development of this section of the country as any one else. This is the purpose of the Publicity Bureau of the General Passenger Department, that is, informing our patrons and the people generally in the communities served by our lines of the activities of the Company and our problems, through newspaper articles, editorials, etc., as well as by personal contact with officers and members of civic bodies, Chambers of Commerce, Boards of Trade, City Trustees, etc.; thereby creating a spirit of understanding and a desire for co-operation, rather than a spirit of antagonism, which usually exists when the facts are not fully understood.

We are one of the largest taxpayers in Southern California, as well as one of the most important industries in each of the communities we serve. It is therefore logical that there should be a reciprocal interest between the communities and the Company.

All of our relationships with the different communities are on a strictly impartial basis, and in no case do we, by word or act, take sides in local controversies.

One of the important branches of the work is to see that accurate information concerning accidents, etc., is furnished the newspapers, in order that we may receive fair publicity. It might be of interest to our employes to know that we voluntarily inform the newspapers of each accident of any consequence, its nature, extent of injury to passengers and

property, and where the responsibility appears to be. All information, either voluntary or in response to questions asked, is given in a straightforward manner and without any evasion whatever. By this we gain the confidence of newspaper editors, who know that the information given them is accurate and therefore use the same in their articles in place of unfair, unreliable or biased reports coming from other sources, which oftentimes are very harmful to the Company and its interests in the matter of friendly relations with our patrons and the public generally.

Large industrial concerns and commercial enterprises of all kinds have found, through experience, that publicity through newspaper articles as to their activities in the way of developments, operations, etc., is invaluable as an advertising medium; hence the reason for this Company's securing such publicity in the shape of articles pertaining to improvements in our facilities, changes in service where better schedules are provided, purchase of new equipment, changes in fares, and, in various articles, concerning the value of our institution to the communities of Southern California in the matter of the large number of people we give employment to, etc.

As a result of personal contact with officers and members of civic associations, Chambers of Commerce, Boards of Trustees, etc., we find that the average public official is fair-minded and open to conviction as to the right or wrong of the Company's attitude on any given subject, which is reflected on to the citizens whom he represents.

It is needless to say that the success of the efforts of the Publicity Bureau depends very largely upon the co-operation of the other departments of the Company from which it is necessary to secure a great deal of information. We are happy that this co-operation is freely given, and are grateful therefor.

PROMOTION AND ADVERTISING

By E. C. THOMAS

Fish cannot be caught with a bare hook, neither can business be captured without a lure; and in transportation sales the promoter may be likened to the fisherman and he endeavors to put the bait at the end of the line in much the same manner as does the fisherman, otherwise he has no use for the line, and the longer the line haul the better the fare (or larger the fish).

Promotion must be based upon probable results to be obtained in revenue, as a guide as to what may be legitimate expense in promotion for were the promoter to exceed in outlay the reasonable profit to be expected in income there would probably be a new promoter soon occupying the old chair.

Many things must be taken into account, and frequently it is necessary to become an anti-promoter, which is the antithesis of what the job is really supposed to be. As an instance, the office chair would be very warm for a man who promoted a large traffic movement for hours in which the equipment would normally run full, to the inconvenience and handicap of regular patrons. Hence, it is at times necessary to discourage events being held because of their conflict with the general business which must have first consideration, and it must be borne in mind that special business sometimes secured, is much out of proportion in its earning power to the average ratio of operating expense, to say nothing of its proving a dissatisfactory element to regular patrons.

The judging of these matters is based upon past experience; and as to whether a given event would prove remunerative to the company must be determined by many factors, such as time in the month (whether near or distant from the average pay days of industries), the day of the week, probable weather conditions, location

of the event; whether a city event or a beach event, and the distance from centers of populations likely to patronize; conflicting events held at other places, and the general character of the event itself; and after summing up all of these different factors and comparing them to the record and knowledge of similar affairs in times past an estimate of additional traffic to be expected is made and on this is based the amount of expense thought justified in promotion and advertising.

It would naturally be thought that a study of the various lines and their traffic would turn the idea of promotion to lines weakest in revenue, and this would be a good general rule were it not for the fact that the ability to handle traffic developed must be considered which would eliminate a locality dependent upon single track operation or some other operative handicap, or because of the lack of attractiveness of the lure offered for travel might not be of such a character as would indicate traffic development over and above the regular patronage. The element of fare would also have its bearing as well as the character of the event and experience has shown that only to developed resorts and to a certain number of fixed locations can profitable extra traffic be induced that warrants expense of promotion and advertising.

It is necessary in the division of promotion to make new acquaintances daily with men in public life and public affairs, especially in civic and industrial organizations, in order to detect any desires for travel and endeavor to direct such desires to our lines, as in every social organization there is some one particular person who has the pulling power; who is the natural leader and whom others of that organization follow and it is through him that the business is really acquired. This leadership changes from time to time, therefore, it is necessary to keep constantly in touch and renewing and adding to acquaintances, and while advertising is a co-partner of promotion, nothing has yet been devised that will supersede the personal equation in the acquisition of business.

Contributing factors to traffic are the resorts, and assistance rendered to them in planning novel events and celebrations and in working out the details has brought splendid returns with a reasonable outlay of money.

Among other promotional matters is the stimulation of interest in communities in celebration of their natal days or of some special improvement made, fiestas, and seasonal celebrations, nearly all of which are brought into being by desire created by promotion.

The advertising portion of the work on the Pacific Electric Lines during the past year ran in cost to a large sum; was varied in its character from continuous advertising in 150 newspapers to the production and distribution of over one-half million folders; and the number of "flyers" issued, advertising various

events in the promotion of traffic, numbered over 500,000.

Many descriptive stories of points of interest on our lines and of various routes of travel maintained by us, etc., were supplied to publications of merit throughout the country. Information Bureaus were maintained throughout the year by this company locally and by contract with agencies at outside points; rack and cabinet distribution of literature were also provided, advertising not only the interests of this company, but of the communities served by us.

Placards, portable and wall signs, novelties and many other features and forms of advertising done in the maintenance of traffic flow and the acquisition of new traffic have been issued, and the department has been helpful to a number of communities and many resorts in assisting in the preparation, layout, photographic features and text-detail of folders issued by them in their own advertising.

At the present time we have in press and reprinting, our standard sight-seeing folder in tri-color that promises to be as beautiful a folder as any issued by other railways of this country. Also a map and descriptive folder of the trails through our nearby mountains, will appear within a few days and should be of particular interests to hikers who love the paths of nature, and will appreciate the direction and information given, and who in turn will repay us by patronizing our lines to the portals of entrance to the forests and mountains.

E. C. THOMAS.

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TARIFFS

It has long been the custom of carriers to show their charges for transportation in publications designated as "tariffs," presumably because they are the tolls or tariff of tolls for the transportation of persons or commodities. This custom was adopted by Railway Companies many years ago, and eventually the custom was embodied in the laws of States, and became a requirement.

In the earlier days of the Pacific Electric, their passenger tariffs were not compiled upon any fixed basis or principle, due to the fact that in the formation of the present corporation, tariffs then in effect on the several lines absorbed, were adopted by the new corporation and the original fares and charges continued in use. Little or no attention was paid to uniformity, as, for example, a certain class of transportation between two points in one vicinity would be as much as 75 per cent higher than for the same class of transportation for an equal distance in another vicinity.

In 1918, on the order of the Railroad Commission of the State of California, in their decision in the application of our Company for an increase in fares, a uniform basis was adopted for the construction of all interurban fares named in our passenger tariffs, as follows: One way, 3 cents per mile; round trip, 2½ cents per mile; 10-ride commutation,

2 cents per mile; 30-ride commutation, 1½ cents per mile; 46 and 60-ride commutation, 1 to 10 miles, 1 cent per mile; 10 to 15 miles, 9 mills per mile; 15 to 20 miles, 8 mills per mile, and 20 miles and over, 7½ mills per mile.

There were necessarily numerous exceptions to this base, the principal one of which was embodied in the Commission's order, that there should be maintained a "blanket" fare between Los Angeles and various beach points, from Port Los Angeles on the north to and including Anaheim Landing on the south, of 40 cents one-way and 60 cents round trip, thus continuing a system of equal fares between Los Angeles and these beach points that has been in effect since railroad transportation was first established to serve that territory.

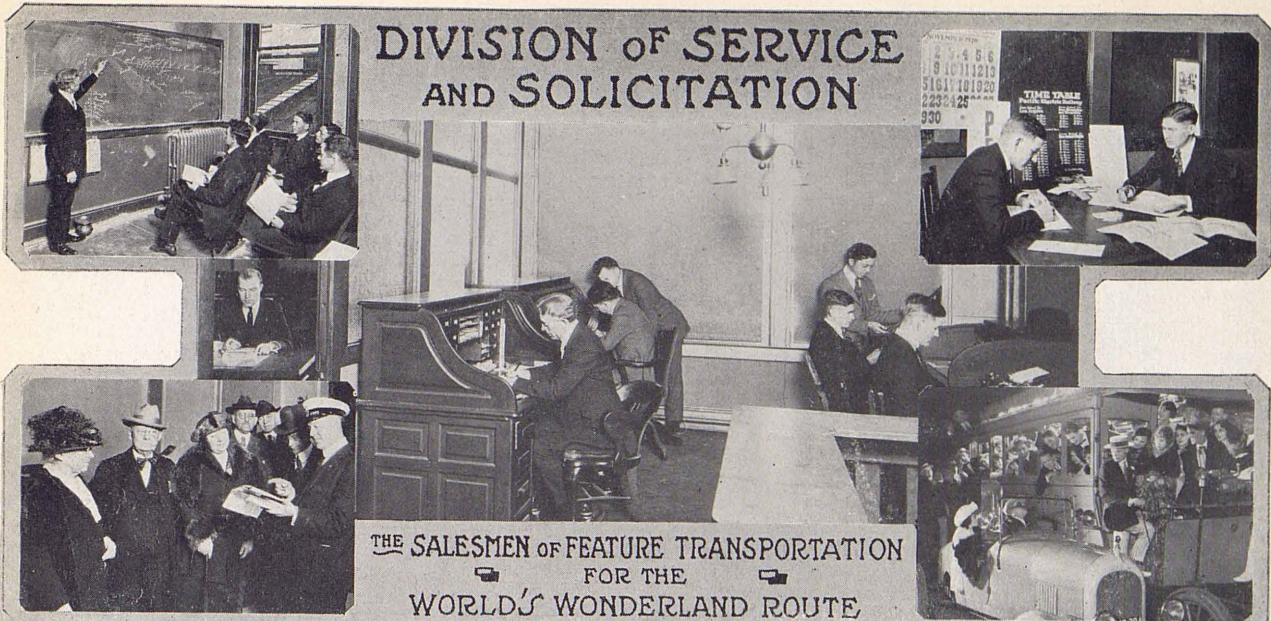
In August of the present year, the company was authorized by the Railroad Commission to make a 20 per cent increase in its passenger fares. This order was generally applied with the exception that the Los Angeles beach blanket fare was made 46 cents one-way and 69 cents round trip, and all other one-way and round trip fares applying from and to Los Angeles, a maximum increase was applied of 5 and 10 cents respectively, adding sufficient to bring the total of the new fare (and war tax, if taxable) to a multiple of 5, but in no case were fares so constructed to exceed an increase of 9 cents one-way, 14 cents round trip or 20 per cent over the old fare.

In the compilation of tariffs containing our fares, rules governing the form and contents thereof, as prescribed by the Railroad Commission must be observed, as well as the law of the State contained in the Public Utilities Act. This Act provides among other things, that we cannot "charge any greater compensation as a through rate than the aggregate of the intermediate rates;" therefore, after the mileage between each point on the various lines has been ascertained and the fares calculated, such conditions then naturally exist from the elimination of fractions, and each fare must be checked against all possible combinations, eliminating any instance where the through fare is "broken" by a combination of two locals. The remedy is either to reduce the through fare or to increase one or more local fares, preference being given to points between which the greater volume of traffic is moved.

In order to give an impression of the magnitude of this tedious task, it requires an average of ten days to carefully check all the fares on the line between Los Angeles and San Bernardino which represent approximately 3 per cent of the total fares. Eighty thousand, four hundred and eighty-two fares of various classes are specifically named between 427 points in our present local tariffs, the construction of which required at least 2,094,176 separate and individual calculations.

C. E. MORLAN.

DIVISION OF SERVICE AND SOLICITATION



THE SALESMEN OF FEATURE TRANSPORTATION FOR THE WORLD'S WONDERLAND ROUTE



The duties of Traveling Passenger Agents, Solicitors and outside men of the General Passenger Department are such that it would be practically impossible to enumerate each individual line of work performed, and as conditions are constantly changing to a certain extent, each day's work differs from the other.

Business is secured by this branch of service through personal solicitation, and when this is not possible, through correspondence, keeping in touch with the different Schools, Fraternal Organizations, and business firms who employ large numbers of people who every year have some kind of annual outing, is essential and "tips" are many times received through our local agents, as well as our trainmen, and upon their receipt a representative immediately gets in touch with the prospect.

The past summer it has been noticed that various picnics that were lost in previous years through the competition of buses and trucks are coming back to the rail lines for transportation, due to the fact that they find that this company is better equipped to furnish them with comfortable, safe and dependable service.

In the handling of special movements, it is frequently hard to determine the number of passengers that will constitute the total haul. Recently we arranged for transportation of 900 children from Los Angeles to Point Firmin leaving Los Angeles at 9:00 a. m. At about 9:15 a. m. there were approximately 2,500 children who applied for transportation to Point Firmin, and with the co-operation of the Transportation Department we were able to handle these children from Main Street Station within an hour and gave them excellent service. Another large party recently handled was approximately 3,000 sailors from San Pedro to Pasadena and this department is in receipt of a letter from Admiral Hugh Rodman, Commander of the Pacific Fleet, complimenting this

company for the excellent service furnished.

It is also difficult when special events are held at points along the lines of this company, to give an absolute estimate of the number of passengers that will be handled because of the privately owned machines entering into the consideration of the matter and there is no way that an empirical rule can be made to apply. Expectancies can only be judged by past similar events, and so far the guesses have been fairly good.

Theatrical companies playing at most of the important cities in the United States have been handled between Los Angeles and Long Beach and Los Angeles and Venice and arrangements are made to handle baggage cars containing theatrical baggage. These movements are handled by special motor under a special tariff. Among the most notable companies we have handled are the—"May Time Company," "Up in Mabel's Room Company," "Tiger Rose," "Hello Alexander," "Girl in a Limousine," "The Famous Georgia Minstrels," "Listen Lester," "Marcus Shows of 1920," "Scandals of 1919," and many others.

In cases where we have information of large conventions being held on the coast, but are unable to organize special parties for this company's lines through correspondence, arrangements have been made to send traveling representatives to outlying cities to meet the trains and to secure if possible special parties for trips over the Pacific Electric Railway.

In addition to other duties performed, three Traveling Passenger Agents are assigned (one to each division) for the instruction of student conductors, relative to application of fares, tickets, etc., and as new men are broken in on the different divisions they are put through a thorough examination in a class room where matters pertaining to tariffs, application of fares and tickets are



thoroughly explained. Also samples of various ticket forms are shown the class for their examination and the limits and use of each form is explained in detail.

Each conductor is provided with a complete tariff file which also contains general instructions relative to rules and regulations, routing, authority, etc., and such other general information as is issued by the General Passenger Department. The instruction does not end in the class room, as it is necessary from time to time to get in touch with these men for the purpose of straightening them out on matters that come up in their course of duty, and which are not thoroughly understood by them; and every effort is made to help our new men to attain the degree of efficiency desired by the management.

The Pacific Electric Railway plays an important part in the production of motion pictures. This company not only handles the employees of the various motion picture organizations located along the lines of this company but from time to time have furnished cars for use in scenes in motion pictures. Through the help of the Mechanical Department some of the old type of cars have been fixed up in such shape and with a little retouching with water color paint are used in scenes of days gone by.

Old Horse Car No. 1, of the San Antonio Heights Line being kept by this company for historical purposes, has not yet served its usefulness as a revenue producer as it has been rented many times to motion picture companies.

The matters of checking volume of travel on the various lines for basing purposes; providing additional stops or the elimination of stops; providing of shelter stations or changing names of stations are investigated and reported on by this department to the General Passenger Agent with recommendations.

The checking of travel on the various lines of the Pacific Electric system plays an important part in our work and while in most cases the preliminary end of the work is handled by the Passenger and Transportation Departments, the work of checking up and compiling these checks, which are made from time to time, is done by the General Passenger Department and which involves a great amount of detail work before being typewritten and made up on printed forms, which is also handled by this department. These checks are made for the information of the General Passenger Agent in ascertaining whether or not adequate service is furnished on certain lines, also for use in using before the State Railroad Commission when our service is being attacked by our competitors.

One of the most important duties of this branch of the service is the compilation and issuance of public time tables, which are prepared from working time tables issued by the Transportation Department. Distribution is made to various agents and

information bureaus through our distributing room. We have in use 12 forms of line time tables and 20 forms of small card time tables. For period January 1 to June 30, 1920, we used over 800,000 time tables for distribution to the public.

Literature issued by this company as well as literature issued by the various Chamber of Commercials in Southern California together with all advertising matter such as posters, car banners and flyers are handled through the literature room.

H. O. MARLER.

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TICKETING THE MULTITUDE

The Passenger Department of the Pacific Electric Railway has only one article to sell—tickets—and as the larger amount of our revenue is derived from its passenger business, it will readily be seen that, that article constitutes our principal stock in trade.

The Ticket Stock Department is probably not as well known to our employes as other departments, yet is nevertheless a most important adjunct.

In this department is carried 350 forms of regular card tickets, with printed destinations, and when there is sufficient travel between any two points to justify a printed form it is supplied; otherwise skeleton forms are used.

Since January 1, 1920, this department has issued to the various agencies 4,770,000 regular one-way and round trip tickets. Of these our "best sellers" were Form R. T. 30 to the West Beaches, and Form R. T. 38 to the South Beaches, one million of each being issued. The next "best seller" was Form A. T. 1, between Los Angeles and Pasadena for which we have received and filled orders for 120,000.

In addition to the 350 forms mentioned above, we are also required to carry in stock 250 forms of skeleton, special, and excursion tickets, and 600,000 of such tickets have been stamped and issued during the past eleven months.

Since special rates, at much less than regular fare are given sailors and soldiers between San Pedro and Los Angeles, it is necessary that we carry a special ticket to cover this business, as approximately 100,000 of such tickets have been issued this year, and in addition to the foregoing we have issued 260,000 special tickets to the agent at San Pedro for use of Uncle Sam's boys between that point and Los Angeles, and Long Beach.

Our popular trips to Mt. Lowe, Catalina-Island, Orange Empire, Old Mission-Balloon Trip and Ostrich Farm, each require a special form of ticket. Catalina Island being the greatest in demand with 206,000 tickets, this year; the others being Mt. Lowe 101,000; Old Mission-Balloon Trip 20,000; Orange Empire Trip 10,000 and Ostrich Farm 10,000.

Another form of tickets, and probably the kind our commuters are most familiar with is the commutation ticket, of which we have 275 forms, in books of 10-30-40-46 and 60 rides. So far this year 373,500

have been disbursed by this department, 50,000 having been issued for use between Los Angeles and Santa Monica, Ocean Park and Venice; Pasadena ranking second with 37,000, and the South Beach points third with 20,000.

Besides the tickets mentioned above which are sold by agents only, the conductors on our trains, (our traveling salesmen) require us to carry a line of goods adaptable to their needs, which includes 50 forms of transfers, triplex and special round trip tickets.

That business is good with them is attested by the fact that we have issued for their use so far this year 3,900,000 special tickets; 1,150,000 being for conductors on lines between Los Angeles and Pasadena; 900,000 for lines to West Beaches and an equal number to conductors on South Beach line.

The use of triplex tickets even exceeded that of the special tickets, four million having been supplied.

For those who are fond of guessing we will grant you one guess—How many transfers have been issued since January 1, 1920?

Answer: 9,000,000.

How far did you miss it?

Four million of these were Los Angeles local transfers; 2,000,000 for use on Pasadena local and interurban cars; and the balance in other cities served by our lines.

We have sent out 3,000,000 cash fare receipts this year, which are given to passenger by conductor when he collects one-way cash fare over 6 cents.

As we naturally drift into the subject of the cost of these items, we will mention the familiar Hat Check as its cost would seem inconsequential, but when we consider that our requirements are approximately 10,000,000 yearly, at a cost of \$3,200 it will be seen that other things cost real money besides rail and ties.

Parcel checks are also handled through this department and we have issued this year 315,000, to our Parcel Room at Sixth and Main Street Station having drawn 275,000 of them.

Redondo Beach and Urbita Springs also receive their supply of bath and dance tickets from our shelves.

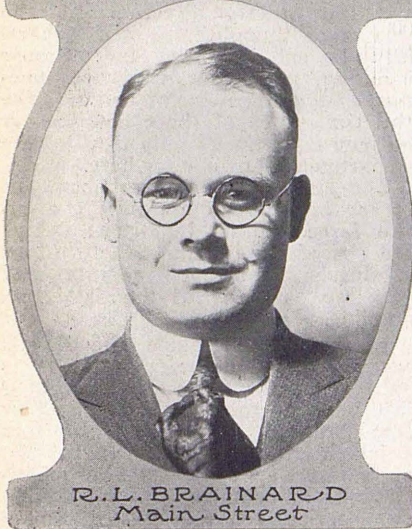
To round out a full day's work we supply agents with ticket cases, punches, ticket office signs, and distribute trip and coupon passes to the different departments on the system, and to supply all these various forms of tickets, etc., requires a vast amount of detail work, a record being kept of every ticket issued, and if we want to stand good with "his highness," the Traveling Auditor, none must be missing.

Bids are sent out for approximately one year's supply of each form, and practically all our printing is being done in Los Angeles.

I have mentioned about "bids" but the "bills" are yet to come, as the cost of supplying these various forms of tickets, transfers, etc., is approximately \$50,000 yearly.

H. D. PRIEST.

RUNNING CITY TICKET AGENCIES



R. L. BRAINARD
Main Street

And we don't sell them something that they don't want.

But we get the money.

In the past twelve months this little old office has handled about one and three-quarter million dollars.

Part of this was for about three-quarters of a million round trip tickets, aside from conductor's tickets, to a popular beach resort where even the waves are said to be drier than they used to be.

And we always have on hand tickets and books to all the other various points where people wish to go, and always must have enough "small change" to keep things moving, and which in these days of odd rates, is quite a problem. With the coming of the six-cent fare, our troubles have increased, and from the number of pennies we get, it must be that baby banks are suffering.

And we must not forget the conductors. For this gay and care-free bunch we must be provided with tickets, cash fare receipts, triplex, transfers and hat checks of various hues and designs, and also their trip sheets, time sheets, passenger reports, envelopes and all the various little articles that go to make their life so full of a number of things.

But although somebody must be on duty all the time, we get our day a week off. But it isn't Sunday or a holiday. Oh, no. When others are out to play, everybody in the ticket office works, including father. And father is somewhat on duty all the time, having been called at 2 a. m. when a clerk couldn't get the safe shut, and when somebody was sick, at 4 a. m., leaving him the balance of the evening to himself.

But day and night we keep busy, and the busier we are the better we like it, for the harder we work the more money we take to aid in the diminution of that "pestiferous" deficit!

MORRIS THOMPSON.

Ticket offices are the chief sales agencies for passenger transportation, and at this time when competition is keen, we realize that in order to create business we must give the very best of sales service for it is here that the traveler receives his first impression and starts on his journey; and in order that his trip will be pleasant he must be provided with the proper ticket and given intelligent information, as it is an established fact that a satisfied customer is the best advertisement that a business can have.

A mis-quoted rate or erroneous information as to the leaving time in a great many cases will turn business to our competitors, a condition which we strive to overcome, and in order to give real service and protect the company's business it is necessary that our ticket clerks be courteous, attentive and accurate.

At the one-way and round trip



MORRIS THOMPSON
Hill Street

windows where the clerk makes on an average of 1500 transactions per shift, he is required to think fast and must be able to handle money rapidly. He must be familiar with all rates, stops, locations of important and principal points of interest, leaving, arriving and connecting times of trains, and in order to handle the traveling crowds properly, all these things must be memorized. This requires months of study. The one-way and round trip windows might be termed the transient windows, for here the clerk sees thousands of strange faces every day; people from all over the world, many of whom speak with such a foreign accent that it is at times hard to determine where the traveler is bound. These cases are so frequent that the clerk soon learns enough of the many languages to be able to start the passenger on his way to his proper destination.

The predominant foreign language is Spanish.

And dispositions! We are here to say that at no place in the world, unless it is the information bureau, does one come in contact with such a variety of different dispositioned people as does the ticket clerk. All day long he works under trying conditions. He must be a good judge of human nature; for the majority of the traveling public are hard to please and in the almost constant line of people before his window, he must know how to handle the impatient and confused, in the same pleasant manner he does the agreeable and composed traveler, for it is understood that it takes all of these elements to make up the traveling public, and his work to render pleasing service to all.

At the commutation windows, although sales are very steady, there is not the hustle and bustle that prevails at the one-way and round trip windows, and on account of the commuter's regular calls for commutation tickets, the clerks become acquainted with the steady customers

Every day in the year, 6 a. m. to midnight, Jerry on the Job, that's the local ticket office.

For some twelve years that the Hill Street Station has been in existence, with the exception of a few evenings last fall while there was a difference of opinion between the Company and some of its employes, both the ticket office and conductor's windows have been open and attended continuously from early morning until after midnight. Every minute of the time, week-day, Sunday and holiday, always there must be some one on duty.

The Wise Virgins who in olden time kept their oil lamps trimmed and burning have nothing on, figuratively speaking, the ticket office force. We keep our electric lamps trimmed and burning and ready at all times with more or less smiling face and willing hand to pass out the little pasteboards that entitle the holder to an opportunity to see moving pictures through the windows of the bright red cars and then the journey's end.

And then back again if they had a round trip.

Speed, Comfort and Safety!

And to be up against Gen. John Public day in and day out and not lose our temper nor our money requires eternal vigilance and a serene head and stomach. We are sort of buffer between said party in all his various moods and the Company and endeavor at all times to give satisfaction and a square deal to both.

And we'll say that our customers get a squarer deal from the Company than they do from some mercantile establishments we know of. Our goods are strictly one price, always fresh, and we always endeavor to provide the customer with the proposition that will fit his need at the cheapest rate. You have heard of the clothing store or the shoe store that will without question fit you out with cheapest suits or shoes that would satisfy you, have you not. You have not.

and through brief conversation while making a sale, he gathers much information from all parts of the system, such as building, crops, what our competitors are doing in certain localities, attitude of certain communities in regards to rates, service, etc., all of which in many cases is valuable information.

A courteous, attentive and pleasant commutation clerk makes many friends for the company, and it is along these lines that commutation clerks are trained.

To give the ticket clerks the proper training they are started in the parcel room, where they first become acquainted with the traveling public. Here they are taught to keep a cool head, as about 60 per cent of the people who check parcels allow themselves one minute in which to buy a ticket, claim their parcel and catch their train. The consequence is they will rush up to the counter and present their check and say to the clerk—"Hurry up with my parcel, or I shall miss my train." The clerk takes pride in showing the passenger how quickly he can deliver the parcel, but in so doing he must be careful not to mis-match the check; and, correctly compute the length of time article has been in storage as rate is 10 cents for every 24 hours or fraction thereof.

The Main Street Station Parcel Room is a very popular place for the interurban shoppers, and thousands avail themselves of its convenience. It has a force of five clerks, and is kept open from 6:00 a. m. to 12:30 a. m. There is on an average of 1,000 pieces handled in and out daily. The system for filing articles so that they can be located readily, is to have a different color check for suits cases, hand bags, coats, packages, and a miscellaneous check. All articles are filed numerically.

While the clerk is working in the parcel room he is also being trained for the next promotion, which is receiving conductors' remittances, and issuing tickets to conductors. In this position he is taught how to handle money, a very important factor in the duties of a ticket clerk. The receiving is done in the office on the viaduct. This work is done by four clerks and the office is kept open from 6:00 a. m. to 12:30 a. m., and while working in this position the clerk is also taught to sell tickets and all the duties of a ticket clerk.

The Main Street Station ticket office is the busiest place on the system. To give some idea of the enormous business done, it is estimated that 45,000 people pass through the Main Street Station daily. Although there is hardly any way to give an estimate of what portion of this throng buy tickets, a fair estimate would be 20,000.

The Main Street Station ticket office is kept open from 5:30 a. m. until 12:00 midnight. Including all its branches it has a force of 34 clerks. At the present time we are operating 10 one-way and round trip, and 6 commutation shifts. Each one-way round trip shift with the exception

of one, is equipped with two, 184 pigeon hole ticket cases, and carries 380 different forms of tickets. The commutation shifts are equipped with two, 115 pigeon hole ticket cases and carry 220 different forms of commutation tickets.

The accounting for all tickets and money handled in the Main Street Station ticket office is a very important part of our work. This work is done by clerks who have worked detail and have had experience in all branches of the ticket office work. The arrangement of accounting is similar to the general railway arrangement. We have a cashier, auditor and ticket stock department. Each clerk can be likened to an agency as his tickets and accounts are individually and kept separate from those of any of the other salesmen and all money taken in by him is turned over direct to the agency cashier. A thirteen page ticket report is made daily for each one-way and round trip shift that works, and a six page ticket report for each commutation shift. This work is done by the ticket office auditors. Tickets are requisitioned on our ticket stock clerk in the same manner that the agent makes his requisition on the general ticket stock department. We also maintain a refund department where all un-used portions of tickets may be redeemed.

R. L. BRAINARD.

PE

ENGINEERING NOTES

F. B. "Pat" Patterson has recently returned from his vacation which was spent in the southern part of the State of Sonora, Mexico. He and his brother are interested in the peaceful pursuit of growing rice on an extensive tract of land controlled by them. He returned with samples and pictures which give evidence of an abundant and exceptionally good quality of rice growing on the land, and they are expecting their efforts to prove very profitable, aided by the well wishes of the members of this department.

Our Field force is recovering from the temporary loss of its "left bower" Donald Batman who has just returned from his vacation. From all reports he spent a busy week in fact so busy that a certain young lady is looking for an explanation as to why he always had to leave by 9 p. m.

Thomas O. M. Jones, for some time past in charge of blueprinting in the drafting room, in looking for more territory to conquer has transferred to the Field force.

Fisherman's luck was good in one instance at least was demonstrated by our old friend "Jimmie" McCloud, who motored from Astoria, Oregon, on a two months' vacation. He is at present employed by a salmon packing corporation operating between Astoria and Alaska, acting as their commissary agent.

THE GENERAL PASSENGER OFFICE

Sifting the grain from the chaff, and the orderly direction of the "trains of thought" to the departmental sub-divisions for proper handling, may be termed the function of the General Passenger Office and the routes of these details may be seen from the "family tree" of the Department shown elsewhere.

The Head of the department of course has jurisdiction over the entire force and all important details are passed on by him, the various sub-heads reporting to him and handling as many of the details as possible.

In the general office the details are varied and numerous and it is hard to tell from one day to another just what is going to come up for consideration. Every mail brings in a bunch of correspondence bearing on various subjects, such as compliments or complaints in relation to our service, requests for additional service or changes in existing schedules, requests for additional stops; requests for shelter stations; requests for information as to rates of fare between points and application of such fares; claims for delay or damage to baggage, etc., etc. Upon receipt of this correspondence distribution is made for the proper handling of same and for such investigation as may be necessary.

It is in this department that requests on foreign lines for rate order transportation is handled and the amount of work involved in this connection is considerable, especially when some employe puts in a request for rates from Los Angeles to New York by a circuitous route. In the summer time during the vacation period these requests roll in in large numbers and it is then that the rate order clerk earns his money, as it is necessary for him to check up the routing over the various lines and make requests on the Passenger Department of such lines for the orders.

Transportation issued in exchange for advertising and the contracts necessary to be drawn up in connection therewith; clipping newspapers of items of interest to the company; checking bills; meeting the public, etc., are among the numerous duties performed by the office employes. Other minor duties might also be listed, which space does not permit, so suffice it to say that during the course of the daily grind the employes of the General Passenger Department usually manage to keep moving.

G. H. BLYTH.

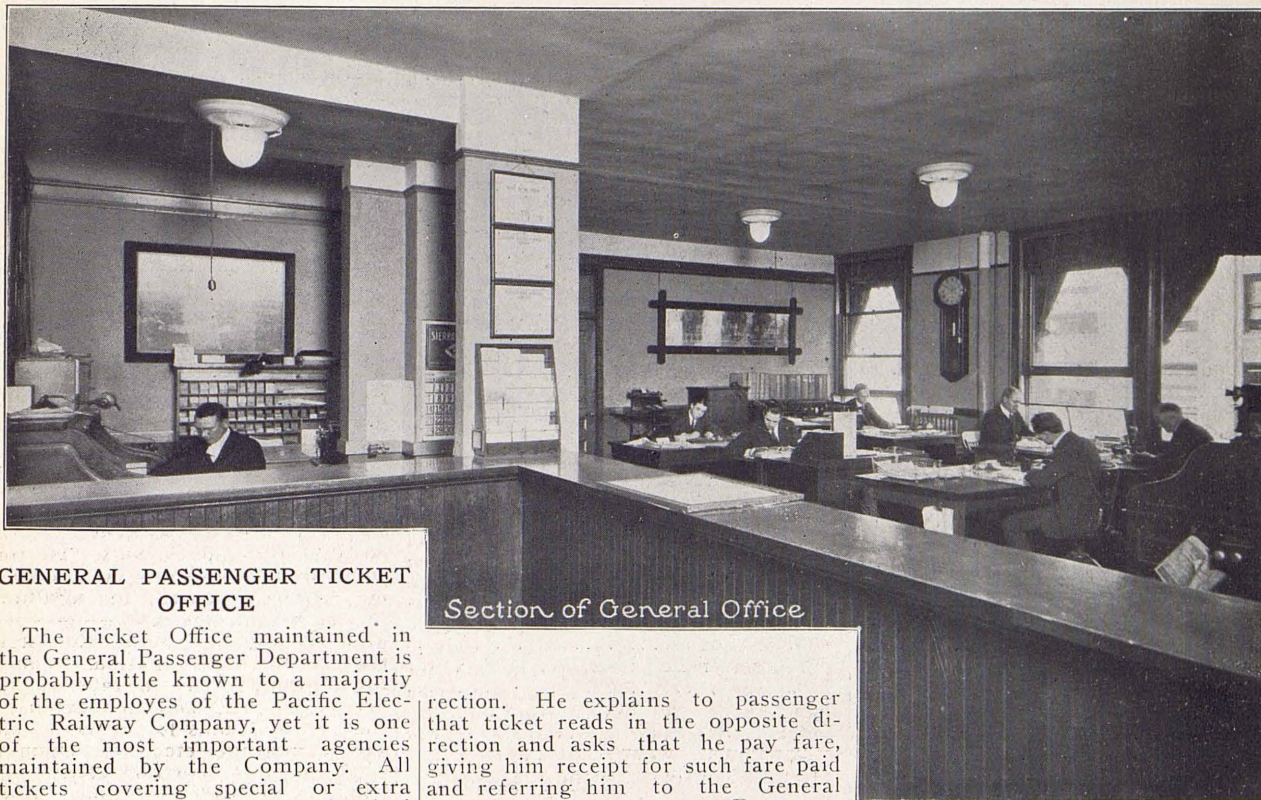
PE

WHY HE WANTED STRONG ONES

"Gimme three cigars," ordered O'Rourke, shoving a quarter across the counter.

"Strong ones or mild?"

"Gimme the strong wans. The weak wans is always bustin' in me pocket." — The American Legion Weekly.



GENERAL PASSENGER TICKET OFFICE

Section of General Office

The Ticket Office maintained in the General Passenger Department is probably little known to a majority of the employes of the Pacific Electric Railway Company, yet it is one of the most important agencies maintained by the Company. All tickets covering special or extra passenger movements are handled through this agency; the payment of advertising bills with transportation on exchange basis; and the adjustment of misunderstandings between passengers and the Company regarding the use of transportation, proper correction of errors made by our agents and conductor-salesmen; and the adjustment of any claim involving the rights of the passenger in connection with transportation service over our lines.

The volume of business covering special and extra passenger movements, the movement of theatrical baggage, and the rental of passenger equipment in the production of motion pictures for the first ten months of this year amounted to approximately \$80,000.00. During the same period approximately \$20,000.00 worth of transportation was issued in exchange for advertising run in the various newspapers along the lines of our system. Thus you see that the Ticket Agent is kept fairly busy.

One of the most important duties of the Ticket Agent, is the handling of refund claims. That is, claims filed covering incorrect fares charged, errors in the issuance of tickets necessitating the payment of additional fare; application of fares; issuance of transfers, etc.

One of the most frequent causes of trouble is the punching of return tickets, sold by our conductors, in the wrong direction. Passenger boards car and hands conductor fare, telling him that he desires a round trip ticket. Conductor issues the ticket and gives passenger his proper change. Returning passenger boards car and presents ticket to conductor. Conductor on examining the same finds that it reads in the wrong di-

rection. He explains to passenger that ticket reads in the opposite direction and asks that he pay fare, giving him receipt for such fare paid and referring him to the General Passenger Department. Passenger usually pays fare willingly, takes receipt, and calls at this department to file claim. Upon investigation, we find that ticket has been issued wrong and send passenger refund draft covering the additional fare he has paid.

Sometimes, however, we find that ticket was issued correctly, and that passenger had inadvertently tried to use it in the wrong direction. In this instance, we of course cannot refund the one-way fare paid, but we send refund check covering the value of the unused transportation.

Ticket Agents and conductors should be very careful in the issuance of tickets. Don't give passenger a ticket or transfer improperly punched and expect other conductors to accept the same. If ticket is improperly punched cancel the same and remit to the auditor, and issue passenger ticket or transfer properly punched. Don't pass along the trouble for someone else to straighten out, but, if possible, rectify your error at the time. This will go a long way towards the prevention of such claims, and result also in the elimination of much bitter feeling against the Company.

Sometimes a passenger calls at a ticket office and asks for a commutation ticket to a certain point. Being a stranger in the city, he probably does not understand that we have several different kinds of tickets on sale. Clerk fails to find out just what kind of ticket passenger has in mind and sells him an individual 60-ride ticket limited to 40 days from date of sale. Passenger and his wife boards car and offers conductor two coupons out of the ticket. Conductor of course cannot accept the same and explains to passenger that he

should have purchased a 30-ride family commutation ticket, limited to 90 days from date of sale and advises passenger to call at the General Passenger Department and have the same rectified. Passenger calls at this office and the matter is adjusted, yet it is hard to overcome the feeling that all the trouble had been caused by someone not taking the proper interest in the commodities he sells.

Sometimes a passenger may have several return portions of tickets that have expired and calls at one of our regular ticket agencies to see if he may secure refund on the same. Clerk glances at the same and refers passenger to this Department. Passenger finally calls at this office and secures refund. However, if clerk had been properly posted on rules governing refunds, as shown in tariff under which ticket was sold, he could have made the refund and saved the passenger a great deal of trouble.

If after a refund had been made, clerk had suggested that passenger purchase a commutation ticket thereby saving money and not being bothered with purchasing tickets each time he or his family wished to make a trip to the city, passenger being pleased with the courtesy he had been shown, would no doubt purchase such ticket and the company would gain another patron who would use our cars regularly and not take a bus if it happened to come along. And that is what we need, business and more business, and this can only be secured by giving the traveling public **Service**.

Service and Courtesy: That is what our patrons want and have a right to expect. We have a little motto

which we try to live up to, something like this—SEND THEM AWAY WITH A SMILE.

If claims filed are just, they are promptly paid. If patrons want something that they are not entitled to under the tariff we endeavor to explain why we cannot comply with their desires. In other words, we want them to feel that the Company wants only that which it has earned and nothing more; that we want their business and appreciate their calling our attention to any errors that may have been made in order that we may correct the same and give the best service possible; and that this can only be accomplished through their co-operation.

M. C. BRUCKER.

PE

LOS ANGELES FREIGHT TERMINAL

Since our last items appeared in the Magazine several new features have been adopted and put into effect at 8th and Hemlock for the betterment of service in which our readers may be interested. About September 1 the position of Chief Car Clerk was created and the head of that department relieved of desk duties to enable him to supervise the work not only of the car clerks but also of the yard clerks and all interchange clerks.

The immediate result of the new arrangement has been greater efficiency in the entire car handling department with less delay and fewer errors in the movement of cars. There is much still to be done but a great deal of credit is due to Chief Car Clerk Stewart Price for his energy in building up a department consisting almost entirely of new and unseasoned men.

The appointing of a Terminal car clerk whose duties are confined entirely to the Terminal Market is aimed to reduce complaints by bettering the service in that very important section of our switching area and also to maintain a more detailed record of all car movements therein for the protection of all concerned. J. M. Kearney is in charge of this work.

A Jumbo system of car records similar to that used by other lines is just being installed to take the place of our former record of cars interchanged only. This system should fill a long felt need in that it furnishes a ready record of all cars passing through the yard whether interchanged with a connecting line or not. Heretofore our nearest approach to a Jumbo record was what is known as our per diem record in which car numbers with billing reference, etc., were entered merely in the order in which they were received—a good record for its purpose, but not for quick reference. In the new book the entry is made on the page whose number corresponds with the last two numbers of the car and for quick reference its advantage is very apparent.

On November 28th the first cars of merchandise were unloaded into

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

Passenger Revenues	\$	953,211.49	
Freight and Switching Revenue		470,087.53	
Other Revenue		63,978.80	
Total Railway Operating Income			\$1,487,277.82
Total Railway Operating Expenses:			
Wages	746,553.59		
Other Charges	340,217.43		
Transportation for Investment—Credit..		3,950.56	1,082,820.46
Revenue Less Operating Expenses ..			404,457.36
Depreciation	22,513.98		
Taxes Assignable to Railway Operations	61,089.58		
Total Depreciation and Taxes			83,603.56
Revenue Less Operating Expenses, De- preciation and Taxes			320,853.80
Non-Operating Revenue			6,518.74
Net Revenue			327,372.54
Interest on Bonds and Other Debt	312,853.63		
Rents and Miscellaneous Income Deduc- tions	43,159.32		
Total Deductions			356,012.95
Net Loss			28,640.41
Net Loss for Ten Months Ended October 31, 1920			\$735,287.22

H. A. CULLODEN, Auditor,

Los Angeles, California, November 24, 1920.

our new warehouse No. 3 formerly the Mechanical Department paint shop. This additional room became necessary because of the very crowded condition of House No. 2 formerly known as the New House. The new arrangement provides that all merchandise from a certain steamship company be unloaded into House 2 and all other merchandise into House 3, thereby giving room for the proper segregation of shipments. This not only greatly expedites deliveries but lessens the chances for erroneous delivery of packages having similar markings and is on its face the biggest single improvement in merchandise handling at Los Angeles for some time. Foreman F. L. Reynolds is in charge of the new house.

There are again many new faces among us, some of them belonging to former employes whose names we are glad to see on the roll again.

Ada MacNair and Julia Holmes, two young ladies who made good during the war period, have come back to take the kinks out of the desks they gave up to returned soldier boys who later drifted to other positions, and we notice that the kinks are straightening.

Likewise Robert Rachford, who was away during the beet season, is again at the car desk, this time on First Trick and the wrinkle that was threatening to ruin the beauty of Chief Price is giving way to the smile that comes from peace—and Santa Monica.

That new voice you have been hearing on the switch board at Pico 2501 belongs to Miss Rogers, who came to us as relief operator during

vacation time, and liked us well enough to remain.

Three times in as many months death has claimed one of our number—Jim Barnes, then Dave Roberts and then on November 22nd Dick Evans who was stricken with the Great White Plague passed away almost before we realized he was in danger. The places these men occupied in the warehouse and office have been filled but their places in the hearts of their associates will long be vacant.

PE

ELECTRICAL DEPARTMENT MEETING

The regular meeting of the Electrical Department employes was held at the Pacific Electric Club, Monday evening, November 15. One hundred and twenty-three members were present when the meeting was called to order by Mr. Mills, temporary chairman.

By-laws and a constitution were adopted, and regular officers elected to conduct the meetings for a period of three months. Mr. Ewers was elected chairman; Mr. High, vice-chairman; and Mr. E. W. Cook, secretary. Messrs. Watkins, High and Kennedy were appointed by the chairman to act as an entertainment committee for the ensuing three months terms.

After the general business was completed, Mr. Stuart, Manager of the Pacific Electric Club, provided a 'feed'; and following, Mr. Adams delivered a short talk, which was received with a good deal of interest.

The next regular meeting will be held Monday evening, December 20, at 8:00 p. m., at the Pacific Electric Club. An interesting program and a big feed are scheduled.

PACIFIC ELECTRIC RAILWAY INFORMATION



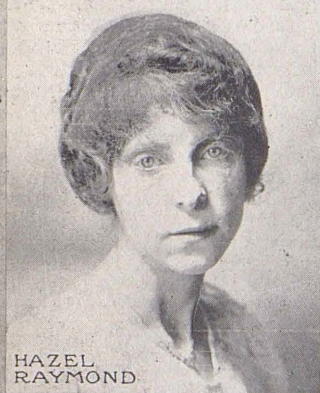
GRACE
ANSTEAD



SYBIL MATHER
Chief Information Clerk



ISABELLE
SMITH



HAZEL
RAYMOND



PEARL G.
SNYDER

The treatment received at the time an inquiry is made will make a lasting impression, (pleasant or otherwise) and the traveling public is keen to note deficiency far more than is usually accredited them, and the information clerk has the opportunity to so create the pleasant impression that the journey is begun in good spirits, in hopeful anticipation and in the end usually results in pleasurable travel for the inquirer.

It is necessary in this feature of the work that the fund of information must be practically unlimited and to possess this fund the clerk at the counter must ever be on the alert and constantly acquiring more and more detail, for questions are not only asked that pertain to the Pacific Electric lines and the territory it serves, but to the city of Los Angeles itself and surrounding cities as well. It is also necessary that current events and public affairs must be thoroughly known and these two things in themselves cover a wide field.

The work in this service has its daily rewards when the service is rendered in the right spirit by cheerfully giving to each inquirer the information one has at hand, no matter how simple the question to be answered may be; and there is much self-satisfaction in knowing that your answer has also been satisfactory to the party inquiring and gratitude is always manifested or reflected from those you have properly served and it has been proven in many instances that the influence of the information bureau has been the means of people becoming firm friends of

the Company and patrons of the road.

The inquirer is often not sure of direction he should take in reaching some place and it behooves the clerk to be very positive of the answer given and thereby assure the inquirer so that his journey is not begun with any uncertainty and the information should always be given as though it were a pleasure and not a duty, although the question may have to be repeatedly answered many, many times in the same day and its subject be as remote from that which directly concerns the Railway as "How far and in what direction is the Hog Ranch?" or "Where do we get a marriage license?"

There may be times during stress of heavy demand, when sharpness and irritation enter our voice tones, but the first and cardinal principles of our information service is "courtesy, consideration and efficiency," and we are striving very hard to live up to the highest definition of these principles. When we fail we regret. When we succeed, we are happy. We strive hard to be happy all the time. SYBIL MATHER.

Sometime since a check was made of questions answered at Information Bureau which showed an average of 20 per minute, but suppose that the number were only half that—

10 per minute, 288,000 per month,
600 an hour, 3,456,000 a year!
9,600 a day,

Wouldn't that make your head buzz?

Wouldn't you feel that the entire world was an interrogation point?

Would it "frazzle" your disposition?

Not so you could notice it, especially when we endeavor to make pleasure out of our work and have a knowledge that effort results in benefit.

In this city, where climate and the outdoor life conspire to bring pleasure seekers, the need of an Information Bureau is a very imperative one in order that the visit of the stranger may be pleasant, and in order that they may have assistance in planning their journeys to and fro in this fair land of our, and that advantage may be taken of every moment of time during their stay among us.

ALPINE NOTES

Charles Wirth, better known as 'Dad' resigned his position as chef and has gone back to his old stamping ground in the kitchen of the Moody Institute, Chicago. We understand "Dad" is to receive a nice fat salary and our best wishes go with the old timer.

Bert Wirth is again behind the range at the Tavern. If you have never tasted Bert's cooking you have missed a treat for it is always par excellence.

Monday, November 22nd. will be clearly remembered for some time by the wives, friends and about 75 members of the Greeters of Southern California, Charter No. 30, when they were entertained to a beef steak dinner of the Alpine calibre. Several amusing toasts were presented during the dinner, after which the guests adjourned to the dance hall where Mr. Snyder's orchestra furnished the necessary jazz. The visitors departed on a special car about 10:30 p. m.

Miss Florence Twist, who holds the record as a continuous guest at the Tavern, has returned to her home in Illinois. She was with us for 18 months and everyone was sorry to see her leave.

Many hungry souls gathered round the festive board on Thanksgiving Day and enjoyed the turkey and suckling shoit. Their appetites were whetted by a beautifully roasted bird and pig placed temptingly on display near the entrance to the dining room. Mr. Vickery and Chef Wirth received many compliments for the delicious and tasty way in which the meal was served.

Mr. and Mrs. C. H. Burnett were among the guests who enjoyed Thanksgiving dinner at the Tavern.

The mountain was visited by a freak electrical storm one day last month and left the Tavern in darkness and without telephone communication for a whole day.

Gus Gaggin has retired on pension after 25 years of continuous service most of the time being spent as section foreman of the Alpine division. M. C. Lewellyn succeeds him as foreman.

Conductor Pat Ream spent two weeks at Murietta Hot Springs last month. Pat was not in the best of health and he finds that the change has helped him quite a bit.

Motorman Geo. Rankin and wife spent their vacation rustivating on their ranch in the San Joaquin Valley.

John McMillen, the genial motorman of Alpine division, who spent twelve days visiting friends over the system is now on the job full of Vim, Vigor and Vitality.



The Dyas hiking club, under the management of Mrs. E. B. Gillett, enjoyed a three days' hike in the hills during the past week. Returning by way of the Tavern they stopped over for Sunday dinner and returned to the city on the late car.

— PE —

REDONDO BEACH NEWS

The Dance Pavilion was the center of many gay festivities during the past month. The Halloween ball brought out a big crowd and the hall looked quite pretty, appropriately decorated in the conventional black and orange colors, which, together with the pumpkins, goblins, witches and black cats interspersed among the decorations added a brightness and color to the throng of merry dancers.

Ye Old Fashioned Masquerade Ball held on Thursday evening November 25th was most successful socially and caused lots of merriment. The various costumes, some of many colors, were, to say the least of it, very amusing and the antics of some of the dancers were enough to make a cat laugh. The Grand March was headed by a couple that looked like a broken down bandsman and his Spanish dancing partner—the dancing partner dressed in a broad striped sport dress, white stockings, sandals and red wig looked like a gay old bird. There was lots of speculation amongst the spectators as to the identity of this couple and when unmasked they turned out to be Mabel Rockwell—the bandsman and Rich Clark—the dancing partner.

Rich Clark, the popular manager of the Dance Pavilion, spent a very pleasant vacation last month at Sobobo Hot Springs. He returned to duty quite refreshed and says the only way to take a real vacation is to get away in the mountains somewhere and get a complete change of climate and surroundings.

On Armistice Day, Nov. 11th Redondo Beach together with Hermosa Beach and Manhattan Beach held a Tri-city celebration under the auspices of the combined civic authorities. The celebration took the form of a parade of decorated floats, starting at the Elk's Club, running through Hermosa Beach to Manhattan Beach and back to the Music Plaza at El Paseo where exercises, taking the form of music and speaking, were carried out. Judge Miller was chairman and among the speakers was Dr. A. S. Lobingier of Los Angeles who gave a very impressive oration. Music was furnished by the Old Soldiers Fife and Drum Corp. The Music Plaza was crowded and everyone listened with rapt attention to the various speakers.

The repairs to the municipal concrete pier are now completed and the anglers who frequent this part of the coast every Sunday have the chance of camping on their old fishing grounds. Last Sunday there was a run of mackerel and those fishing from the pier were well rewarded for their labors.

Band concerts by the famous Redondo Beach Band are held every Sunday afternoon and as the weather has been very favorable so far this fall, have brought out a very appreciative audience each Sunday.

The Art Theater is undergoing extensive alterations and improvements and when completed will make this theater thoroughly up-to-date in every respect. Redondo Beach can now boast of three picture houses and they are all receiving a very fair amount of patronage.

There was an aquatic exhibition held in the Bath House on Tuesday evening, November 30th, under the direction of Instructor Ted Combs. There were swimming races and diving exhibitions in which the majority

of the participators were Ted's pupils. Marion Goldstone of the P. E. defeated the speedy Virginia Holbrook in the 50-yard dash for girl members of Ted's aquatic club. In the obstacle race for boys Bob Kilham came in victorious. Goldie Field, the speed bug, came in first in the 50-yard dash for boys. Goldie Field has shown such speed under the coaching of Ted Combs that the L. A. Athletic Club have nailed him and now Los Angeles calls the Redondo Beach marvel "The Wonder Boy." Miss Jean Price made her first public appearance in a diving exhibition, making a big hit before a packed house.

There will be a Snow Ball Dance in the Pavilion on Thursday evening, December 23rd. The floor will represent a skating rink with lots of snow balls dangling overhead. The snow balls will be the nearest thing to the real article that it is possible to obtain. This unique dance is sure to bring out a big crowd.

PE

URBITA SPRINGS PARK

Urbita Springs is very quiet at this season of the year. Foreman H. Lee has a hard time keeping the alligators from going to sleep.

Henry C. Froude, superintendent, is spending part of his time in Los Angeles making himself generally useful around the headquarters of the R. E. T. & R. Dept.

The famous Old Urbita Stars Baseball Team has been reorganized and entered into the Southern California Winter League, which comprises San Diego, San Bernardino, San Pedro, Dyas Club, Alexander Giants and Lincoln Giants. The Stars have strengthened their team by the addition of Sam Agnew and Slim Love of San Francisco League fame, Ducky Jones, stellar third baseman of Detroit Americans and Elmer Honson who belongs to Washington Americans and we are betting that they finiss in the first division.

The next big doings in the Park will be the Orange Show to be held in February.

PE

Bulletins issued by the Efficiency Bureau are showing from week to week a gradual increase in Coasting Percentages on all divisions, which indicates that some motormen are paying more attention to this important feature. There is, however, a marked difference between the high and low coasters on each line. These coasting records are considered a good index to the ability of a motorman, due consideration being given to the character of the run on which he is working, etc.

PE

"Johnny," said his mother, severely, "someone has taken a big piece of ginger cake out of the pantry." Johnny blushed guiltily. "Oh, Johnny!" she exclaimed, "I didn't think it was in you!"

"It ain't all in me," replied Johnny; 'part of it's in Elsie."

NORTHERN DIVISION TRAINGRAMS

At the last Northern Division Trainmen's meeting, H. G. McDanields was elected Chairman.

Those of us who were able to make the trip from Pasadena to Los Angeles on Friday evening, November 26th, to take in the Minstrel Show were certainly repaid for the time spent. We had a special 2-car train for which we thank the Company. All who attended, voted the "Show" very entertaining and were high in their praises of the various members of the cast.

With the exception of the Altadena and East Washington Lines, all local lines in Pasadena are equipped with the new one-man Safety cars.

"Pat" Ream, Conductor running between Alpine and Rubio, has been on the sick list since November 25th. Pat says the trouble is more boils. At first we thought it was too much turkey.

Ed Kohler is substituting for Pat at Alpine. Better hurry back, Pat.

Motorman A. C. Bannister has just returned from a trip north. He just had to see the latest arrival in his family.

Conductor H. K. Riordan has bumped back on the Oak Knoll Line. He is now working No. 25 Oak Knoll.

Conductor T. H. Keene has taken No. 3 trailer, Pasadena Short Line.

Motorman G. Yankin, who stays at Echo, has just returned from his 12-day vacation.

The vacation list is getting caught up with in Pasadena and now those who had their's first are beginning to think of next year's.

"Father, do all Conductors and Motormen have to do arithmetic on the cars in addition to their other work?" "No, my child, they are transposing their demerits to dollars and then subtracting that total from their \$40.00 bonus money, to find what their net bonus will be."

We are glad to note that Conductor F. B. Wheeler, who was painfully injured some time ago, is back to work again.

Conductor L. E. Wright is back to work again after an enforced lay-off due to having his collar bone and several ribs broken.

Conductor R. H. Dorman has bumped onto No. 5, Short Line.

Conductor J. B. Shuster has taken the Pasadena Line car, and Conductor W. C. Rup took Shorb Run No. 20.

Motorman Hickstein has bumped Charlie Rose from Run 38, Mt. Lowe Line, and Charlie in turn bumped T. E. Booker from the Annandale "jigger."

Motorman J. M. Barnard is back on Run No. 23, Oak Knoll, after a month's stay at Mt. Lowe. While up the "Hill" this time Jim tried to locate the mountain lions that he and Pat Ream discovered last year. He was unable to locate them and decided that Ed Kohler must have caught them in one of his numerous traps.

Conductor J. W. Batholomew has bumped onto No. 19, mixed run.

PE

SOUTHERN DIVISION TRAINGRAMS

We would like to know why conductor A. H. Fickett always kept his shoes shined like a mirror when he worked run No. 72 San Pedro-Gardena Line. He is now on run No. 25, San Pedro switching job. No shines now.

Boys, if you want to know what seniority is for ask Motorman R. M. Oliver.

Don't forget the trainmen's meeting at the P. E. Club once a month. If you have anything to say that is the place to bring it up. Refreshments after meeting.

There are so many trainmen who do not know Conductor A. Hessemer by name but do know him when you say "read it boys; it is all there; it tells you. Don't let your eyes fail you; you can't go wrong." The new men in the service know him best.

Conductor D. J. Hawkins is now working run No. 221, Watts Line.

We were very sorry to hear that Conductor F. G. Topp was bumped off System Line car. Conductor L. E. Goodman now has that assignment.

Conductor P. W. Turri is now working run No. 20.

Motorman E. Wittman is now working run No. 23, and the boys hope he will like that run for awhile.

We regret to hear that Mr. and Mrs. Herbert Gray lost their 1 month old baby boy. He died on Thanksgiving Day, November 25th.

Motorman H. S. Cole got run No. 83, Long Beach, in bid.

Conductor J. D. Varney was lucky when he got run No. 62, Baggage Car.

Ex-trainmaster H. Packer is now working on line car as Conductor, run No. 181.

Conductor G. R. Goodrich got run No. 454, in bid.

Conductor H. J. Thomson is now working run No. 24. He said he did not like run No. 25 in San Pedro.

Motorman C. J. Butterworth bid on run No. 24. Lucky boy.

Motorman F. S. Ramsey is now working run No. 35. The folks at Watts miss his face very much.

PE

LONG BEACH

Mr. H. Schofield is back at his desk after several days vacation, his place having been filled by Mr. Goodridge, who goes back to Los Angeles.

Conductor-Curtis has bid in a JIG-GER and is now collecting 6c fares instead of selling round-trip tickets to Los Angeles.

The Southern Pacific Ry. Co. has opened passenger and freight offices in the P. E. Station, giving it the effect of a Union Station.

Motorman Hoover claims he did not receive the money that some self appointed committeeman took the trouble to collect for the purpose of having his hair cut.

A general bumping took place a few days ago. Conductor Mulligan bumped Weihofen, Weihofen in turn bumped Wells, Wells bumped White on the Pedro run and White goes on the Line car.

The 7th street bridge is near completion and we predict that when it is completed there will be a grand rush for Long Beach-San Pedro runs.

Conductor F. L. Mattison is fast recovering from the effects of his high jump off the 7th street bridge, into the flood control, a few days ago.

Motorman Abrams has just returned from his vacation and a pleasant hunting trip around Bakersfield. He claims he had plenty of squirrel, quail and rabbits to eat and is proving to us that he had the rabbit from the speed he is making. He will soon be known as "ON TIME ABE."

PE

WESTERN DIVISION

Three hundred trainmen are expected to be present at Xmas "get-together" meeting at the P. E. Club, December 21st, at 8 p. m. Refreshments will be served.

Our little timekeeper for the Western Division, V. P. Labbe, has made lots of friends since having his office at Hill St. Terminal. The trainmen appreciate the convenience of dropping in off their runs to straighten out their time when things go wrong. They especially call on him on the 10th and 25th.

Motorman O. C. Rogers, of Sherman, who has had many years of experience in the theatrical business, is contemplating putting on a show of "trainmen only" at the P. E. Club in the near future. Good luck to you O. C. We will all be there.

Conductor John K. France of Ocean Park, Guide of the "Old Mission Balloon Route" Trolley Trips is at present working his regular run No. 54 of Sawtelle line and is quite a favorite with the Old Veterans of Sawtelle.

A golden opportunity for you. Due credit will be given the motorman or conductor making the best suggestion at our Xmas "get together" meeting December 21st, relating to the betterment of traffic conditions. Boys, here's your chance, let us hear from you.

The challenge of conductor A. E. Einert, of Sherman, to meet any trainman on the Western Division in a four round boxing match, will be accepted by conductor R. Follette, of Hill St. Station, at our Xmas "get-together" meeting. Go to it, boys.

It was indeed a pleasure to meet Mr. "Bob" Epley, a mechanic of the Real Estate, Tax and Resort Department. A sample of his efficient work can be seen at 420 S. Flower St. Call again "Bob."

Conductor E. C. Brown, now on his vacation, will be back in time to meet all the boys at the Xmas "get-together" meeting December 21st.

Supervisor W. S. Jenks is back on the job shaking hands, after his delightful trip to his old home in Kokomo, Ind.

Conductor F. T. Bell promises some "hot dope" at our Xmas "get-together" meeting December 21st. Shoot kid.

The trainmen of Ocean Park showed some real pep at the last "get-together" meeting. They were ably led in their request for the Club-House they want at Ocean Park, by conductors Burger, Perry, Hock-smuth, France, Rose, Sorenson and Toney, Motormen Young and Delmar. Good luck to you, boys.

Motorman A. L. Grantz of the Van Nuys line is having plans and specifications drawn for a 6-room bungalow near Van Nuys High School.

Conductor C. A. Hammond of the Van Nuys line is going to drive the other men, working that line, to the Xmas "get-together" meeting in his new Mitchell. Yea, Bo.

The boys of the Western Division are glad to know that Trainmaster Wm. Ben Porter is speedily recovering from the burns on his hand received while assisting a motorman.

PE

MUST PAY THE PENALTY

It is to be regretted that some of the employes consider the taking of money or property of the Pacific Electric as a right. We have had several flagrant cases lately and have had to resort to arrest and prosecution of men who have such tendencies. We regret sincerely the recent conviction of one of our men who was sentenced to pay \$50.00 or go to jail for 50 days for stealing Company property.

COMMENDATION

From Rev. Joseph J. Donovan, S. J., we are in receipt of the following comment which is self-explanatory: "The service rendered by you on November 11, in transporting the Loyola Unit R. O. T. C. for participation in the Armistice Day Parade, was highly complimented by the Faculty and student body. The fact that this service was performed at a time when the operating department was taxed to its capacity, commends in an especial manner the efficiency of your system."

Admiral Hugh Rodman of the Pacific Fleet has the following to say with reference to transportation provided at his request recently: "The Commander-in-Chief wishes to express his appreciation to the Pacific Electric R. R. Co. for their splendid co-operation and support in furnishing transportation to the Fleet to and from the game. . . . The splendid service given by the railroad on this occasion has been the subject of favorable comment by officers and men of the Pacific Fleet. . . . The Fleet is also grateful to the Company for your kindness in the matter of reduced fares, and free transportation for the band and patrols. . . . Through you I wish to extend to Mr. F. C. Patton the appreciation of the Fleet for his splendid co-operation and business-like manner in so effectively meeting our every need."

Mr. N. J. Davenport of the California-Texas Union Oil Co., commends the action of a trainman of the Hollywood Line in the following message: "Knowing that efficient employees are seldom brought to the attention of their superiors by the public, and also realizing attention is instantly called to lax or inefficient employees, I wish to call your attention to Motorman on the Hollywood Line, Car No. 240, passing Vermont and Hollywood Boulevard at 5:45 p. m. on Friday, November 19th, 1920, who displayed cautiousness in averting a collision between his car and an on-rushing Packard automobile, coming South on Vermont avenue, in a manner that thoroughly displayed to everyone on his car that he was not only capable of managing a car, but that he had the welfare and interest of both the passengers and the Company by whom he was employed at heart, which was all paramount to his getting across Vermont Avenue and endangering the life of everyone who was on the car, to say nothing about the automobile passing. . . . Personally I believe that this motorman should be complimented upon his head-work, for the reason that I believe the standard of these men can be raised considerably and that their feeling of personal responsibility can be increased by recognizing their worthiness, as well as criticising them when they deserve it. . . . It is only with great respect and feeling for the President of the Pacific Railway Company, Mr. Paul Shoup, and his entire organization that causes me to write you thusly."

CLUB CALENDAR FOR DECEMBER

- Friday, December 10—**
Regular Show in Auditorium, 8 p. m.
- Saturday, December 11—**
Agent Association meeting in Assembly Hall, 8 p. m.
- Monday, December 13—**
P. E. Band Rehearsal, 8 p. m.
- Wednesday, December 15—**
Northern Division, Safety Committee meeting, Assembly Hall, 2 p. m.
- Thursday, December 16—**
Regular Club Dance in Auditorium, 8:30 p. m.
- Friday, December 17—**
General Staff meeting in Assembly Hall, 10 a. m.
Regular Movie Show in Auditorium, 8 p. m.
- Monday, December 20—**
Electrical Department meeting for all employes for Electric Department in Assembly Hall, 8 p. m. Refreshments served after the meeting.
P. E. Band Rehearsal, 8 p. m.
- Tuesday, December 21—**
Transportation Dept. meeting of all divisions for all employes of the transportation department, 8 p. m. Refreshments served after the meeting.
- Thursday, December 23—**
Moonlight Dance in the Auditorium, 8:30 p. m.
- Friday, December 24—**
No Movie Show on account of Xmas Eve.
- Monday, December 27—**
P. E. Band Rehearsal, 8 p. m.
- Tuesday, December 28—**
Engineering Departmental meeting of all employes of the signal division in Assembly Hall at 8 p. m. Refreshments served after meeting.
- Thursday, December 30—**
Jazz Novelty Dance in Auditorium, 8:30 p. m.
- Friday, December 31—**
No Movie Show on account of New Year's Eve.
- Monday, January 3—**
P. E. Band Rehearsal, 8 p. m.
- Wednesday, January 5—**
Balloon Shower Dance in Auditorium, 8:30 p. m.
Southern Division Safety meeting in Assembly Hall, 2 p. m.
- Friday, January 7—**
Regular Movie Show in Auditorium Hall, 8 p. m.
Western Division Safety Committee meeting in Assembly at 2 p. m.
- Saturday, January 8—**
Agent Association meeting in Assembly Hall, 8 p. m.
- Monday, January 10—**
P. E. Band Rehearsal, 8 p. m.



OUR BIG MINSTREL SHOW

Never in the history of the Club was there ever given a show that pleased all as much as the P. E. Club All Star Minstrel Show, given at the Pacific Electric Club, November 5th, 12th and 26th.

The estimated number of employes and their families and friends, who attended the show, was close to 3000. The last performance on November 26th was given especially for all employes living outside of Los Angeles and through the courtesy of the transportation department it was made possible for the employes over the entire system to avail themselves of the opportunity of seeing the show and nearly 500 attended from most every part of Southern California, where P. E. employes were located.

The management of the Club wants, at this time, to express its deep appreciation to each and every member of the Minstrel Show, in the interest and untiring efforts to make the show a big success and believe that they left no doubts in the minds of those who saw the show that they had advanced a little farther in the line of entertaining than the most of amateur minstrel shows ever reached.

To mention each one's popularity in the doing of his part would make a story well worth while, but as the space in the Magazine is limited, we will have to leave it to the memory of those who attended to tell of the way each succeeded in his own particular way.

There is no doubt but what the many funny jokes and catch songs and specialty numbers will long be remembered by the employes of a most pleasant evening spent at the Club.

PE

"There's a friend in the outer office waiting for you, sir."
"Here James, take this \$10 and keep it till I come back."—Boston Transcript.

CLUB ENTERS BIG TOURNAMENT

Last year there was organized a National Industrial Telegraphic Bowling Tournament, participated in by 186 teams in the United States for championship; the awards going at that time to the New Jersey Harbor and Dock Bowling Team in New Jersey.

As each game is played by the entering teams scores are telegraphed back to Chicago, the central office where they are flashed over the entire circuit.

The Pacific Electric Club will enter a team in this year's tournament and Mr. L. H. Covell has been selected as organizer and manager and the following entries have been made: L. H. Covell, William Shubert, B. Hiller, H. Frey and A. T. Weiner, who will soon be in form and ready for the contest to begin.

Further information in connection with this tournament will be given in subsequent numbers of the Magazine.

PE

MORTUARY FUND PAYMENTS

The following shows payments made by Mortuary Funds to the beneficiary of deceased employes since last report in the Magazine:

R. G. Evans, Clerk in Local Freight Office, 8th and Hemlock St., beneficiary Mrs. M. A. Evans, \$490.00.

Frank H. Murphy, Mechanical Department, Torrance, beneficiary Mrs. Addie M. Murphy, \$490.00.

Clay F. Johnson, Mechanical Department, Hill St., beneficiary Mrs. Eva Johnson, \$475.00.

James E. Garrett, Electrical Department Sub-Station Operator, Culver City, beneficiary, Mrs. James E. Garrett, \$445.00.

Phelps Reed, watchman, Mechanical Department, Torrance, beneficiary Oscar Allen, \$445.00.

PACIFIC ELECTRIC ROD & GUN CLUB

Meeting called to order at 8:30 p. m., on November 10th, 25 members and the following officers were present: Mort Stuart, L. F. Volkhart, L. R. Spafford and J. M. Geopfert.

Seven new names were presented and accepted for membership.

Secretary reported a total membership of 136, and the Treasurer reported as follows: 39 boxes of shells, value \$44.85, funds in the bank, \$56.75, cash on hand \$35.45, total \$187.05.

Messrs. Spafford and Wooderson gave a very interesting account of their trip to Rocky Point where they secured the mussels that we were to have after the meeting.

Mr. Spafford suggested that we have an annual rabbit drive, same to take place in the first part of December of each year, and on motion it was decided to have the first drive Sunday, December 5, 1920. Same to be made open to all Pacific Electric employees. Mr. Spafford advised that he could arrange for several machines to take care of the persons not having machines of their own, at a cost of \$2.50. This money to cover the transportation expenses. The party will leave the Pacific Electric Club not later than 3:00 o'clock Sunday morning, December 5th, and return to Los Angeles at about 8:00 p. m. A place has been located about 80 miles from Los Angeles, where rabbits were very plentiful, and it is good paved road all the way, with the exception of about 7 miles, which is fairly good dirt road.

Motion made and carried unanimously, that our meeting in December be made an open meeting, in order that we may boost our membership.

President Stuart appointed the following committee to act as a publicity committee to take care of all bulletins, and to make a pamphlet explaining the different features of the Pacific Electric Rod and Gun Club: C. P. Hill, J. M. Geopfert, J. W. May, L. R. Spafford and J. E. Wooderson.

Motion made and carried unanimously that all members taken in at our meeting in December, be required to pay dues and initiation fee for the year, 1921, same to include the month of December, 1920.

Motion made and carried that the Secretary send to each member, three application blanks, and that each member bring in three new members by the first of the year.

Motion made and carried that we have a mulligan stew for our meeting in January, 1921, and that this meeting also be made an open meeting.

H. E. Miller favored us with some very interesting jokes and stories, (however, not pertaining to hunting or fishing) that broke up the meeting and all present adjourned to the auditorium, where all enjoyed a big feed of steamed mussels and coffee.

L. F. VOLKHART, Secretary.

CLUB MOVIES

Motion picture events at the Club for the month of December are as follows:

December 10th—Main Feature: Margery Wilson and Charles Meridith in "That Something." An industrial unlifting drama. It is the story of the regeneration of a youth and his sweetheart who are located in the early scenes of the play at the bottom of life's abyss—failure. Their struggle upward is fraught with intense moments and accomplished against terrible odds and environment. It is a sturdy study of the life of an American youth who brings success out of failure because he finds "that something." Fatty Arbuckle comedy, "Camping Out," is also shown, with Paramount pictorial, and illustrated song, "Beautiful Annabell Lee."

December 17th—Main Feature: Theodore Roberts in "Old Wives for New." Should a wife compete with women for her husband's love, when love says goodbye? or shall husband and wife go on and on, pretending? If she smugly rests on virtue and the marriage contract and drifts into careless dowdiness, is her husband to blame when his interest turns to another: The supreme modern problem of love, marriage and divorce, vividly lived in this big brilliant photodrama. Thrilling! Lavish! Beautiful! A Mack Sennett comedy, "Up in Alf's Place," with Paramount pictorial, and illustrated song, "Pal of My Dreams," completes the program.

PE

Experiments made a few years ago show that an increase of one per cent Coasting means a decrease of approximately one per cent in power used. Power costs have gone up so that this item is a large factor in our expenses and greater attention to coasting is warranted.

Per diem rate for use of foreign cars has gone up to \$1.00 per day. There are many ways to save money for the Company, but about the easiest is to load and unload cars promptly and keep them moving. At junction points the delivery of foreign cars **before midnight** instead of after saves a dollar on each car. Here is a place where promptness is easy to figure out on a dollar basis.

The entire consignment of Safety cars for Pasadena (thirty-nine) has been received and put into service. The stepless cars replaced have been transferred to Edendale Line as fast as brake valves could be changed at shops and PAYE cars (of 100 and 200-classes) released by these changes have been sent to Hollywood to help out on that overcrowded line.

Safety cars at Pasadena had a real test on Thanksgiving Day when the Oregon-U. S. C. football game brought 25,000 people to Tournament Park. They proved their worth then though the jam of automobiles on the streets delayed service and left much to be desired so far as prompt movement was concerned.

SERVICE CHANGES

Newport Time table No. 51, effective on December 11th, gives an additional train out of Los Angeles at 4:14 p. m., to run through to Huntington Beach, returning leaving Huntington Beach at 6:00 p. m.; this in order to give more frequent service to our patrons. Paper train has also been changed to leave at 3:35 a. m., instead of 4:00 a. m., on account of the very heavy mail carried and to enable an earlier delivery of papers along that line. The running time has been lengthened between Seal Beach and 26th street, Newport, on account of track conditions. All Newport trains are now operated as limited between Los Angeles and Willowville.

New Time table No. 50 on the San Pedro via Gardena Line became effective on December 11th, allowing for an additional trip leaving Hermosillo at 8:20 a. m. to make connection with Redondo train leaving Los Angeles at 7:40 a. m., giving our patrons a little more frequent service. Train due to leave San Pedro at 5:00 p. m. instead, at the request of the Southwest Shipbuilding Company's employees.

Whittier Time table No. 39 will be placed into effect on December 12th, increasing the service on this line from 30-minute to 15-minute headway during the morning and evening rush periods, this to take care of the increased travel.

On account of changes in Southern Pacific trains, new Time table was put into effect November 21st on the Shorb Line.

AGENCY CHANGES

Effective November 13th J. C. Winterberg was appointed Agent at Artesia.

The Colton Station was opened on November 15th, and Mr. R. E. Murphy was checked in as Agent.

Mr. J. C. Newton was appointed Agent at Huntington Beach effective November 23rd. Mr. Newton was at one time connected with this Agency but has been Agent at Compton for the last few years.

Mr. H. E. Foskett, who entered the service as Relief Agent in July, last, has been appointed Agent at Compton, effective December 2nd.

The Yorba Linda Agency has been filled by the appointment of E. H. King as Agent. Mr. King has been working in the capacity of Assistant Agent at Whittier and Relief Agent. His appointment was effective December 1st.

On December 6th the Company will open an agency at Beverly Hills, placing as Agent there Mr. J. R. Hutchinson, who will handle passenger, freight and express business.

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division trainmen was held on November 16, in the Committee Room, Pacific Electric Club, Chairman P. H. Riordan having served three meetings, called for an election of a new chairman, and Motorman H. G. McDaniel was unanimously elected and called the meeting to order at 8:15 p. m., with 25 trainmen and the Northern Division Staff present.

By Motorman S. A. Paxton: I would request that sanders be installed on both supply cars, on account of having to pull freight cars around over the system and especially in going to Rubio and over Tujunga Pass. In this connection I would also request that each motor be equipped with a series parallel switch in order to save the motors where pulling on low voltage and heavy grades.

Disposition: Referred to Mr. Small to see if this could be arranged.

It was suggested that on account of so many losses and misunderstandings on sending in written bids for runs that are open, the following be made standard for signing up of runs:

"When runs are bulletined the Terminal Foreman and Assistant Superintendent will be supplied with a book in which each man can put down the numbers of runs he wishes to bid on and sign his name opposite the same. This will do away with any hard feeling in case of lost bids or men claiming they have sent in their bids and no record of their being received at the Superintendent's office. This will also eliminate the great number of unsigned bids that are being received at present." Discussion among the trainmen brought out the fact that this was an excellent idea, and same was passed without a dissenting vote.

Disposition: Mr. Bradley will put out a bulletin to cover this rule.

By Motorman S. A. Paxton: Crossover switch located just north of the Junction at Hermosillo should be turned around in order to eliminate running against the facing point switch and also against the current of traffic on trains destined from San Pedro via Gardena line to Redondo.

Disposition: Referred to Mr. O. P. Davis for his attention.

By Motorman L. C. Paulson: I would like to request that a drinking fountain be installed at Sierra Vista.

Discussion brought out the fact that there is no water available at Sierra Vista, and therefore it could not be installed.

By Motorman L. C. Paulson: Trainmen's toilet at Sierra Vista is in a very dirty condition; also should be moved to a new location account the present vault being nearly filled. Same should also be locked with a switch lock.

Disposition: Referred to Mr. E. C. Johnson for his attention.

By Motorman Staff: On the inbound curve at First and Los Angeles Streets the guard rail sticks up far enough to scrape the fender which might be a little low.

Disposition: Referred to Mr. E. C. Johnson.

By Motorman W. J. Bost: The guard rail at Aliso and San Pedro Streets, on the outbound track, is also in the same condition.

Disposition: Referred to Mr. E. C. Johnson.

By Conductor L. G. Garrison: Passenger stop at Wallace, on the San Bernardino line, should either be eliminated or moved, account of the danger of stopping trains in a curve, especially inbound.

Discussion brought out the fact that very few if any people, except Company employes, use this stop.

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

By Motorman W. J. Bost: I would recommend that the headlights be dimmed at Anderson and Aliso Streets on account of it being impossible to see the flagman give signals at the different railway crossings when fac-

ing the glare of one of the high arc lights.

This brought out quite a discussion, some thinking it should be done and others that it should not.

Disposition: Assistant Trainmaster Wiggam and Supervisor Peak will check this and advise at the next meeting.

By Motorman Fuller: Tracks Nos. 1 and 2 on the Surface Track have sunk until 1200 class cars will not clear in going around curve.

Disposition: Referred to Mr. E. C. Johnson.

By Supervisor G. H. Peak: I notice lately that the Ticket Clerks at Sixth and Main Station are selling commutation ticket books and failing sometimes to punch the dates and stamp the outside of the book.

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

By Supervisor G. H. Peak: It has been noted that someone is stealing the station light globes at Sierra Vista. I would recommend that a wire guard be placed over each light.

Disposition: Referred to Mr. E. C. Johnson.

By Conductor A. L. Matthews: I notice that a great many motormen in pulling across overhead switch don't throw off power. This causes quite an arc and soon burns out the switch. I believe it would amount to quite a saving if the motormen would coast over overhead switches instead of applying the power.

Discussion brought out the fact that it would be practically impossible to do this where we were handling two or more cars in a train, and therefore the rule on this was not considered necessary.

By Motorman W. J. Best: I would like to suggest that runs having part local and part interurban time should pay all interurban pay for the day's work.

Mr. Bradley quoted the ruling on this and showed why it should not be done.

By Conductor L. A. Polk: Of late several commutation books have been sold at 6th and Main and parties have not been required to sign their names on the books.

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

By Motorman Fuller: Can it be arranged for 1000-class cars to show "Covina" on the destination sign?

Disposition: This is being done as fast as the signs are renewed.

By Motorman W. E. Schwartz: On account of cars being cut off and tied on at Monrovia Station, I would request that an overhead crossover wire be installed at crossover.

Disposition: Referred to Mr. S. H. Anderson to install.

By Conductor L. G. Garrison: I would request that foreign terminal runs like Covina should be allowed straight time for any layover at Los Angeles.

Mr. Bradley explained that our ruling was that the only runs allowed straight time on layover were runs out of San Bernardino and out of Los Angeles at outside points.

There being no further business, meeting was adjourned at 10 p. m.

C. H. BELT, Secretary.

EASTERN LINES

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen was held at San Bernardino on Nov. 9th. There were approximately twenty-five in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

That the Highland-Patton Bus Line be routed via Third and F Sts.

Disposition: This is not thought advisable on account of it not being a business district, liable to lose traffic. That a seat be placed at Harlem Springs for Bus Line passengers.

Disposition: This not advisable as other stops would be asking for same.

That Agents at the different stations on the San Bernardino Line flag trains for passengers.

Disposition: This was taken up at the Los Angeles Staff Meeting and it was decided not to be practicable.

That trains follow too closely on the Riverside-Redlands Line, which does not allow the last train to cut in the wig-wag.

Disposition: Bulletin has been posted to discontinue this practice.

That wig-wag be installed at Joy Street, Corona, on account of the street being obstructed by laundry on the west side.

Disposition: Speed limit of fifteen miles per hour has been placed at this crossing.

That heaters have been disconnected on 490-class cars.

Disposition: This matter has been taken up for consideration.

That the Passenger Tariff is confusing to new men on account of Tyler and Taylor on the same line.

Disposition: It was decided that change was not necessary if new men instructed properly.

That stop signal at La Sierra be changed from the pole to span wire.

Disposition: The change has been made.

That the company look into the matter of building houses for employes at San Bernardino.

Disposition: This matter has been taken up with the company before at other places, but, on account of insufficient funds, this cannot be considered.

That a man ride with our Motormen to give them proper instruction on the operation of cars.

Disposition: This has been attended to.

That one of our poles located at 7th and Evergreen, Riverside, is being pulled over by an Edison wire.

Disposition: This has been taken care of.

That it is impossible to see the home semaphore light at May Tower on account of trees obscuring the view.

Disposition: Trees have been trimmed.

That trees should be trimmed between San Bernardino Ave. and Rialto, on the R. R. & P.

Disposition: Maintenance of Way Department have referred this work to the Salt Lake Ry. Co., as they maintain this line.

New Business

By W. C. Monroe, that overhead switches be put in at Alvarado, on the Crestmore Line, on account of being a regular meeting point.

Disposition: Referred to the Electrical Department.

By C. H. Jones: That on account of changing cars at San Bernardino, conductors should issue tickets to passengers who ride between Riverside and Redlands, or intermediate points.

Disposition: Referred to Mr. Peachey.

By M. H. Smith: That lights be installed in the telephone booths at 7th and Market, Vine and San Bernardino.

Disposition: Referred to the Electrical Department.

By M. H. Smith: That the landings be lengthened out at Valley Junction and Covina Junction to accommodate 4-car trains; at present they only accommodate 3-car trains.

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

By W. W. Cooper: That a telephone be installed at 3rd and D Sts., so that when Colton local cars are late meet could be made at Mill street.

Disposition: This taken under consideration.

By P. R. Perry: That the Trainmen's Meeting be called for 7:00 p. m. instead of 7:30 p. m.

Disposition: This taken under consideration, to be decided upon at our next meeting.

By P. R. Perry: That the Commissary is sending packages on passenger cars.

Disposition: Action will be taken to discontinue this practice and have same forwarded on baggage car when properly billed.

By M. H. Smith: That the train indicators are causing lots of trouble on account of several of them being B. O. Some of the rollers have not all the numbers on and it was suggested that metal plates be used instead of the rollers, the same as on steam roads.

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

By D. B. Van Fleet: That train No. 46, on the San Bernardino Line, picks up mail between Alta Loma and La Verne for Los Angeles, and unloads same at Covina for train No. 54 to pick up and take to destination, which makes unnecessary handling.

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

By D. B. Van Fleet: That some one playing pool at the Riverside Trainmen's Room is very careless with the equipment.

Disposition: A committee of three was appointed to look after the same and report any misuse of the equipment to the Assistant Superintendent or Assistant Trainmaster.

By F. H. Smith: That a gong be placed at the P. E. Station on account of summoning trainmen when the offices are closed. There are times when the Dispatcher would like to get hold of a certain conductor, and the gong would summon him.

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

By H. A. Spillane: That some of the Section Foremen on the San Bernardino Line are not putting their flags back the proper distance. He thinks the cause of this is that they put out these flags and work towards them in stead of away.

Disposition: Referred to the Maintenance of Way Department.

By W. D. Reynolds: That as there are no whistles on the 150-class cars, there is quite a delay in getting through the E Street tower, as the towerman cannot hear the gong.

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

By W. C. Monroe: That there are several limbs of trees on Magnolia Ave. which are about ready to fall and they should be taken care of as soon as possible so that it would save delays to our trains.

Disposition: Referred to the Electrical Department.

By C. C. Buckley: That the brush be cut between the Gravel Pit and Santa Ana Bridge, on the Redlands Line, so as to give better view of the curve.

Disposition: Referred to Mr. De Nyse.

By P. R. Perry: That Washington, Ohio and Center St. stops, on the San Bernardino Ave., should be eliminated for 1200-class cars, as they are very close together and not needed.

Disposition: Referred to Mr. C. H. Jones.

There being no further business before the meeting, adjourned at 9:30 p. m. Next meeting will be held in Riverside on Tuesday, December 14th.

F. E. PEACHEY,
Secretary.

SOUTHERN DIVISION MEETING.

The regular monthly meeting of the Southern Division trainmen was held on Nov. 16th, Chairman Murphy calling the meeting to order at 8:45 p. m. Superintendent Davis, Assistant Superintendent Taylor, Staff members, and General Foreman Green, of Mechanical Department, together with 35 trainmen, were present.

Preliminary to the regular order of business, all Divisions assembled in the Auditorium, Pacific Electric Club, where General Claim Agent Bishop addressed the men on the subject of making prompt and reliable reports of accidents regardless of their extent; that the apparently trivial accident might develop a large claim and the necessity of full reports at the time is very important and essential in every case and misstatements or concealing of facts would only make the matter worse.

At the conclusion of Mr. Bishop's remarks, the regular order of business was taken up.

Unfinished Business

Proposed two days lay off per month for regular men, and as scheduled on run sheets.

Petition received from Long Beach, signed by 9) trainmen, was read, as follows:

"We, the undersigned, absolutely object to the change composed whereby the men are relieved two days a month;

and earnestly request that conditions be left as they are. There is no time that our trainmaster or foreman will not stretch a point to let any of us off in case of business or sickness; and a other times if the Company needs the men they should work."

After considerable discussion, Mr. H. U. Emery withdrew the original motion and offered the following as a substitute:

That at each terminal a board be kept whereon men might sign up for a day off every 12 days; same not to be operative on days of heavy travel, or shortage of men.

Mr. Davis stated that placed the situation practically as practiced as present, the difficulty of securing layoff now being due to shortage of men.

Disposition: Recommended that no change be made.

By Mr. Belt, of the Northern Division:

It has been suggested that on account of so many losses and misunderstandings on sending in of written bids for runs that are open, that the following be made a standard for the system:

"When runs are bulletined the terminal foreman at each terminal and the Assistant Superintendent's office will be supplied with a book in which each man can put down the numbers of the runs he wishes to bid on and sign his name opposite the same. This will do away with any hard feeling in case some man claims he sent in his bid and the same was not received; also will take care of a great number of unsigned bids that we are receiving at the present."

Would like to have this placed before the meeting and advise the result.

Under discussion, opinion prevailed that no such difficulty was experienced on the Southern Division.

Disposition: Suggestion not approved.

By Mr. Oriva: That the train register booth at Delta be moved to South Los Angeles, as it is not being used there and is needed at South Los Angeles.

Disposition: Mr. Davis stated occasional use at Delta, but would have booth at Dolanco moved to South Los Angeles.

By Mr. Oriva: That the present location of train register at Torrance be moved to a point near the junction, in order to save time.

Disposition: Mr. Davis will look into the situation.

By Mr. Oriva: That any man working a foreign run and be required to hold it until it is bid in, which will benefit the extra men.

Disposition: Accommodation approved; referred to Mr. Davis for such action as may be necessary.

By Mr. Oriva: That the trainmen's room at Watts is poorly lighted and men find it difficult to make out their reports, etc.

Disposition: Mr. Davis stated he would arrange for more lights.

That there should be some lights installed under viaduct, 6th and Los Angeles Streets, that men may see where they are walking; present condition dangerous.

Disposition: Mr. Davis stated he would arrange for lights.

That mail frequently goes astray due to lack of mail boxes where Company mail may be placed; this particularly true at 6th and Los Angeles Sts., where there is no box at all.

Disposition: Mr. Davis stated he would have a box provided.

By Mr. Oriva: That something be done to secure better spacing of trains through Watts and Slauson interlocking plants, particularly during morning and evening rush hours; too many trains at one time and much unnecessary delay in consequences, resulting in criticism of the service.

Disposition: Mr. Davis stated he would have the situation checked at both points.

By Mr. Oriva: That a printed circular be issued each month, as a tariff showing in numerical order, all lost passes and commutation books; this would save conductors much trouble

and be a great help in lifting bulletined transportation.

Disposition: Referred to Passenger Department for consideration.

By Mr. Hader: That the 5:30 a. m. trip on run 53, Artesia, be allowed 5 minutes more running time; also 6:30 a. m., trip out of Los Angeles, account of small car assigned and inability to make schedule.

Disposition: Mr. Davis stated this was under consideration and change would be made with issuance of new time table.

By Mr. Gates: That his seniority rights be passed upon and established. He had been summoned back East and was granted a 90-day leave of absence; at the expiration of his leave, he was engaged in a court action and was compelled to remain under the jurisdiction of the Court until the case was settled; that he had then returned and reported for work.

He believed that in view of the circumstances, which he could not control nor evade, he should be given his original seniority, which had not been done, he having been taken on as a new man.

Mr. Davis stated that 90 days leave had been granted, but that Mr. Gates had remained away 9 months; and while there had been some correspondence soon after leaving, there had been no word received from him for 5 or 6 months asking or claiming an extension of leave. The book of rules is very plain and clear on this point, and if he had intended to come back he should have made some effort to arrange the matter before the 90-day leave had expired.

Disposition: Mr. Davis stated that he would have to abide by the rule, in fairness to all.

By Mr. Roepke: That some action be taken to help conductors in properly handling ticket collections. Passengers refuse to show their tickets or passes and act as though insulted when conductor insists, and instead of being firm in the matter some conductors let them have their way in order to avoid an argument, and this makes it hard for the conductor who lives up to the rules.

Suggestion made that printed motions be posted in each car requesting passengers to show their tickets and other evidences of proper transportation.

Disposition: Mr. Davis stated he would issue a bulletin to conductors in regard to the situation.

There being no further business, adjourned at 10:30 p. m.

G. H. GRACE,
Secretary.

LONG BEACH

The regular monthly meeting of the trainmen with headquarters at Long Beach was held on the above date, at 7:45 p. m.

Assistant Superintendent Taylor, Assistant Trainmaster Williams, and sixteen trainmen were present.

In the absence of the chairman, the Secretary called the meeting to order. First order of business was the selection of a chairman to serve during the ensuing three months.

J. I. Mulligan and C. A. Reid were placed in nomination, and no other nominations appearing, ballot was taken, Mr. Mulligan receiving 10 votes and Mr. Reid 6.

Mr. Mulligan assumed the chair, and the meeting then took up the regular order of business.

Unfinished Business

Keeping ticket office open at San Pedro on Sundays and holidays.

Disposition: This has been arranged. Books of 25 6-cent tickets to be placed on sale at Long Beach.

Disposition: This has been arranged. Removal of restrictions on conductors securing necessary supply of Special form tickets.

Disposition: Instructions have been issued to remedy the complaint.

New Business

By Mr. Falkenberg: That trainmen on local lines are experiencing a great deal of trouble with school children

misusing school tickets; they tear the tickets out of books, refuse to show them and attempt to carry others on their individual tickets.

Disposition: Recommended that the Passenger Department call the matter to the attention of the School Trustees.

By Mr. Pettitt: Some trainmen show a lack of interest in their work in failing to report or protect broken span wires or other overhead trouble. Recent case where one crew ran into hanging wire and failed to report it, with result that a following train struck it and caused a broken glass in front end.

Disposition: Mr. Taylor stated instructions are very positive as to duty in this respect and every case should be promptly reported and following trains protected if wire cannot be tied up.

Attention called to delays by passenger trains through freight trains paying little attention to time tables and clearing the time of passenger trains.

Disposition: Mr. Taylor stated it was necessary to operate both freight and passenger trains, and with the frequency of passenger service and lack of side tracks it was not always possible to avoid delay. Nevertheless these delays must be kept down as much as possible; and all unnecessary delays would be closely checked.

By Mr. Betton: That school children waiting for trains, particularly at Myrrh and Olive Streets, Compton, stand on track and take unnecessary chances when trains are approaching.

Disposition: Recommended that the School Trustees and other public authorities be notified.

By Mr. Mulligan: That the phone in trainmen's room be enclosed in a booth, as when men are talking and playing pool in main room, difficult to carry on phone conversation, etc.

Disposition: Mr. Taylor stated would ask to have phone changed to the small room.

Attention called to numerous controversies with local passengers boarding through trains and expecting stop to be made at the Slauson Junction.

Question asked if Slauson Junction is a regular stop?

Mr. Taylor stated stop should be made if passenger claimed destination on Whittier Line.

Disposition: Recommended that Slauson Junction be made a regular stop for interurban trains, inbound, to discharge passengers.

By Mr. Mulligan: That another lead track be installed at Morgan Avenue, as in event of derailment the yard is tied up.

Disposition: Referred to Mr. Davis for consideration.

General complaint that no extra trolley wheels are kept at Morgan Avenue to take care of replacements; have been none there for past six weeks, and in one case car out of commission account no trolley wheel.

Disposition: Referred to the Mechanical Department for attention.

General complaint that not enough attention is given at Morgan Avenue to keeping headlights in serviceable condition, adjusting screws out of order or missing entirely; and many old lamps in use.

Disposition: Referred to Mechanical Department for attention.

Attention directed to absence of passenger landing at Dakota Street, Newport Line; this is a new stop recently authorized and conditions are poor for handling passengers.

Disposition: Referred to Maintenance of Way Department for attention.

Questions as to how far certain tickets were good were presented for discussion.

Disposition: Mr. Williams quoted instructions from tariffs, which covered the situation.

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

G. H. GRACE,
Secretary.

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held at 8:45 p. m. on November 16th, in the Committee Room, Pacific Electric Club, Chairman E. C. Brown calling the meeting to order.

The attendance numbered approximately one hundred and fifty trainmen, in addition to Superintendent White and Staff, and Mr. J. E. Clancy, Representative of Traffic Department.

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

Meeting was preceded by a very interesting talk made by Mr. S. A. Bishop, General Claim Agent, in the Pacific Electric Club Auditorium, to all Divisions, on the subject of claims and the work of the Claim Department. Mr. Bishop's talk covered particularly step accidents, interferences with automobiles, etc., and the proper and prompt manner in which trainmen should make out accident reports and obtain names of witnesses.

New Business

By Mr. E. L. Converse: That motors 1438, 1452, and 1413 should be equipped with series parallel switch and sand, to enable trainment to operate them more efficiently.

Disposition: Referred to Mechanical Department.

By Mr. W. C. Perry: That another step be added to the 500 class cars for convenience of passengers in boarding and leaving trains.

Disposition: Referred to Mechanical Department.

By Mr. R. A. Daugherty: That express cars stopping at Santa Monica express office to load and unload express parcels delay passenger trains from two to three minute at this point. Suggest that instead of stopping in front of express office that cars pull up on Westgate line, do their loading and unloading there.

Disposition: This matter will be taken up with the express company.

By Mr. J. M. Hockmuth: That Trainmen's Room at Ocean Park is entirely inadequate for the number of trainmen at that place; that it should be enlarged and equipped with chairs, writing tables, pool table, lights, wash stands, soap, towels, etc.

Disposition: This matter is under consideration at the present time.

By Mr. L. L. Pierce: That someone should be appointed to see that the Trainmen's Wash Room at Gardner Junction is always supplied with soap and towels.

Disposition: This will be taken care of.

By Mr. F. A. Miner: That small cars be equipped with curtains at Sherman instead of waiting until cars are sent to the Back Shop.

Disposition: Referred to Mechanical Department.

By Mr. H. J. Delmer: That a bulletin be posted at all Terminals requesting interurban conductors not to turn in their envelopes at the Hill Street Station on each trip.

Disposition: It is necessary that this should be done.

By Mr. H. J. Delmer: That Train No. 9, Venice Short Line, has a twenty-minute headway and follower only thirteen minutes; that leaving time out of Los Angeles should be changed to 4:40 p. m. instead of 4:35 p. m.

Disposition: Referred to Mr. W. C. White.

By Mr. T. D. Sutherland: That the 7:03 p. m. Burbank train be changed to leave earlier, to permit passengers to arrive in Los Angeles in time to go to work at 8 o'clock.

Disposition: This matter will be looked into.

From Suggestion Boxes

By Mr. O. B. Edwards: That a trainman should not O. K. a student's card when one is breaking in on another line, or on new equipment; that the trainman put down the number of trips and hours the student has put in; and that the student should have the O. K. of Supervisor on that Division before he can be qualified to take out a run.

Disposition: This is now being done on the interurban lines.

By Mr. O. B. Edwards: That the stop signs on the Redondo Line be put in a uniform position, either all on the poles or on the span wires. It is hard for a new man to locate the signs from Standard Park to Second Street, Redondo.

Disposition: Referred to Electrical Department.

By Mr. N. M. Taylor: That switching jobs be also listed for choice, if there is a general shake-up for runs.

Disposition: Mr. White stated that due to the fact that this kind of work required certain experience, it had been decided to fill these positions by appointment rather than by putting them up for bid.

The following propositions were put forward for general discussion, and then voted on, subject to approval by the officials of the Company.

Do we want a general shake-up of runs and how often?

Disposition: It was voted to have a shake-up only once a year.

Should all trainmen be compelled to qualify for single track work?

Disposition: The general opinion seemed to be that taking the single track examination should be optional with trainmen, but that it would be advantageous for interurban trainmen to qualify in this respect. The majority of trainmen voted in favor of not making it compulsory to qualify for single track operation.

That trainmen in uniform be allowed to ride on trains without passes.

Disposition: There was an almost unanimous vote in favor of this proposition. This matter to be referred to Mr. H. B. Titcomb, Vice-President.

Should conductors be allowed to qualify as motormen on one-man cars?

Disposition: In order not to affect present seniorities and for reasons of safety, it was voted that only motormen should be eligible for one-man car runs.

The meeting was concluded with a few remarks by Superintendent W. C. White, expressing his gratification at the large attendance present, and the enthusiasm with which trainmen participated in the proceedings of this meeting. Chairman Brown was complimented for his effective work in getting the men together.

There being no further business, the meeting adjourned at 10 p. m. to partake of refreshments in the Auditorium.

M. MARKOWITZ,
Secretary.

PE

PLENTY OF OPPORTUNITY YET

Those who believe that the future offers small opportunity for industry, capital, genius, or initiative would do well to recall the words of Patrick Henry: "I know no way of judging the future except by the past." We can name six large industries that have been conceived and developed within the memory of men not yet past middle life, which now give employment to millions of people, yet fifty years ago some were only dreams and others not even imagined. Here are are: telephone, a toy in 1876; typewriter, a crude arrangement in 1878; electric industry, a baby in 1879, when Edison invented the incandescent light; the phonograph, a curiosity in 1890; the automobile, a buggy with a gasoline engine in 1895; and moving pictures, a flickering experiment in 1896. When we remember the number of people employed in these industries and their allied offshoots, all the growth of less than half a century, we need have no trepidation about the future. Unknown, undreamed inventions and industries are just around the corner.—Salt Seller.

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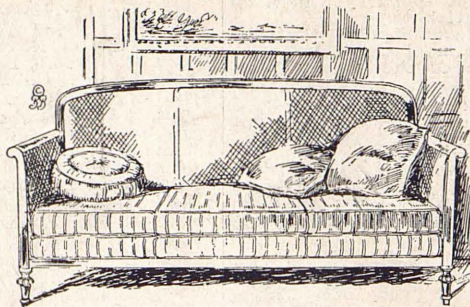
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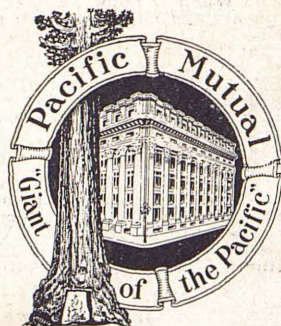
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