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No. 2

OUR NEW STORES DEPARTMENT

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No.1— General Store Department, Main Building at new Torrance Shops.

In the January, 1920, issue of The Magazine the writer described the completion of the Pacific Electric Railway Company's new shops at Torrance, approximately 17 miles from Los Angeles. The new shops were placed in operation during the latter part of the year 1919, and it is of worthy mention concerning a most modern store department layout that has been provided at the shops, whereby this particular Department is fully equipped to serve the new shops, as well as the Line and Engineering Departments, most efficiently. The Store Department organization is efficiently conducted at the new shops with the assistance of a layout that is the latest words in storekeeping. First speaking of the main store department building and illustrated in the view. The building is two stories in height, containing a basement. Total floor storage space is 32,400 square feet. Structure is of reinforced concrete type, brick and concrete walls, concrete floors and steel sash. Building is 180 feet long and 60 feet wide. In the construction of the building lighting and ventilation features were given much consideration; also, other general conveniences and arrangements of the various floors were planned to gain the best possible results. The layout has been pronounced by outside authorities in store department matters, and who have inspected same, as being the latest thing in store departments. On the first floor is the general offices—glass and frame construction—of the General Storekeeper and his force,

while on all three floors of the store there are little sectional offices, glass-enclosed on all sides three feet above the four-foot high frame-constructed base.

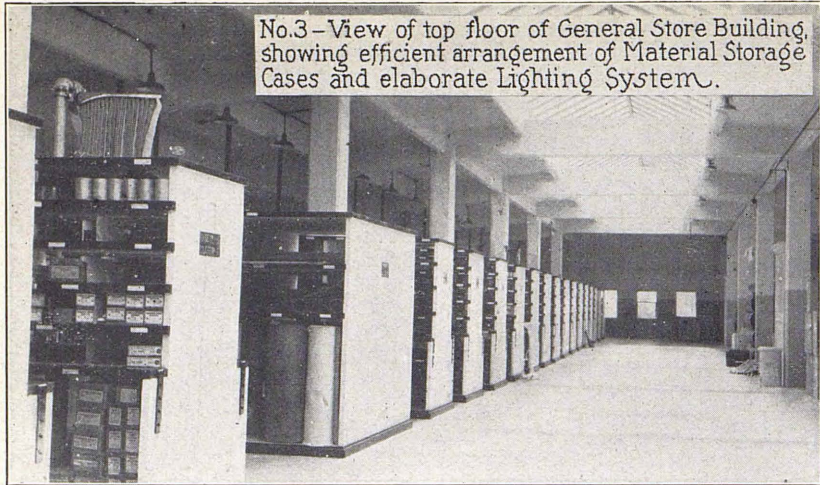
They are of neat construction and house the various sectional storekeepers located throughout the store, and who have custody of the many classes of material stored. An inter-department telephone system connects up each sectional booth with the General Storekeeper's offices. These little sub-offices give one the impression of a desk being enclosed on all sides for strict privacy, and provide suitable space for the handling of stock books and records of sectional storekeepers. The dimensions of these

little offices are 5 feet wide, 7 feet long and 7 feet high. Glass and frame door installed on 7 ft. side of office. There are three of these booths on the second floor; two on the first or main floor; and two in the basement. Also, on the first floor, and conveniently located near the large sliding doors through which material is passed in and out of the building are, 8 No. 12 gage 2 inch diamond wire-mesh in channel iron frame movable shipping bins; dimensions 12 feet long and 3½ feet high. These movable partitions, when in place, create stalls or bins equally spaced apart, yet they can be spread to advantage when one day's shipment to anyone certain point may exceed the capacity space of the bin. On each movable partition is a neat box affixed with a detachable hook, and upon the box it bears the name of the divisional store to which certain material is consignable; and is awaiting loading and shipment. In this box is placed the shipping notices, requisitions and freight waybills to accompany the movement of the material.

The two outside loading and unloading platforms that serve the store, and for the full length of the structure, are of concrete construction. One is efficiently served by two tracks, while the other is served by driveway for handling material by auto trucks. These two platforms have ramp approaches for trucking to ground level in delivering material about the various units of the shops by use of small electrically-operated motor trucks.



No.2— Store Department, Oil Storage House



No.3—View of top floor of General Store Building, showing efficient arrangement of Material Storage Cases and elaborate Lighting System.

There is a depressed concrete driveway from ground level into basement for handling material in the same manner in and out of this section of the store. Yet all material inbound into general store is always received upon the first floor, then distributed to its proper storage, if allotted to the basement or second floor, by freight elevators.

Adjacent to the movable shipping bins, and conveniently located, is a set of dormant scales—dial operation and adjustable to 5000 lbs. capacity; also adjustable to give weight of material exclusive of truck or messenger.

On the first floor near these shipping bins there is maintained a convenient space, and occupied by stationary material stock bins, for conducting an O. S. & D. Department; that is, unclaimed, damaged or "over-ordered" material is collected for scrapping, returning to stock or awaiting other disposition. On all three floors of the store the material cases are painted black and white; that is, edges of each case section are painted black; counter ledge of case solid black, while balance of case, interior and exterior, is painted white to gain light distribution.

Electric lights with reflector attachment is located between each case, while snap switch is conveniently located midway between the end of the case, and immediately above the snap switch is a drop-light arrangement for further light assistance. View shows this efficient lighting arrangement. On the top floor of the store building is stored the motor parts and miscellaneous electrical supplies; also on this same floor there is carried all of the air brake, switch group and control material. The material cases on this floor are all six feet high, and of the open type. Material on each bulk-head can be clearly seen without the use of step ladders or boxes, and is all piled in a neat and orderly manner so that the monthly inventory can be accurately and promptly taken.

On the main floor is stored bolts, hardware, and miscellaneous supplies. Also, on this same floor it was impossible to hold the height of the material containers or cases to six feet and they were increased to 8 ft. 9 in.,

i. e., 2 ft. 9 in. to ledge and 6 ft. above ledge. They, however, are of the open type, so that all the material is available for stock taking, prompt shipment and other purposes. On this floor hopper bins contain nuts; the bins having near-floor-level opening for easy access to this class of material.

In the basement there is stored the material used by the Line or Electrical Department, both for line construction and maintenance, and substation parts. To conserve space in the basement an efficiently-arranged tier rack was installed for storing wheels. One-half inch twisted steel rods four feet in length were set in wooden baseboard, being forced into undersized holes and washer placed on end of each rod. Laterally the rods, as set perpendicular, are placed four to a row, while longitudinally they extend along the baseboard to provide more than ample storage space for this class of material. Twenty-five trolley wheels, one on top of each other, can be stored on each four-foot rod or 100 trolley wheels, laterally, for four rods.

On all material cases the lateral sections have black strips of lumber (painted black) and tin or metal turned edgers provide a container 1 3/8 inches wide for retaining a cardboard tag 1 3/8 inches wide by 3 1/2 inches long, which designates kind of ma-

terial and size. These cards can be easily inserted or removed without mutilation from the metal holders for correction or renewal to meet changes that constantly take place in store stock, which method is quicker and more efficient than the old one of tacking cards on sides of cases and mutilating same. Besides they are neat. Neatness is the watchword throughout the entire store.

Also, all material cases on all three floors have metal or tin labels affixed at convenient height at each end of the case, upon which is prominently stenciled numbers on black background, indicating number of case and class number of material stored in the case.

In describing the manner in which certain material is stored the first floor layout is a fair example as outlined in view showing portion of machine bolt stock. In the first place all stock cards when made out show noun first, and in all instances. For example: "MACHINE BOLTS—SIZE 1"x16".

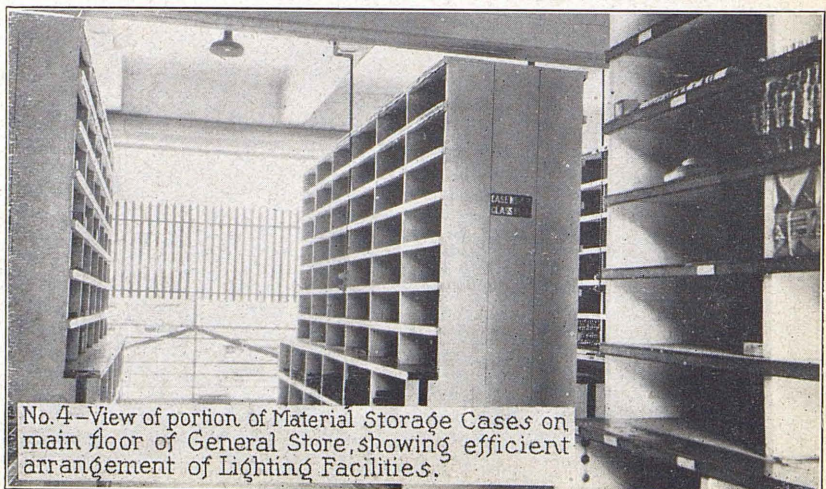
From left to right on each sectional portion of the material case is a metal edger or retainer running vertically on the cases—each retainer 1 5/8 inches wide and from eight to ten inches long, in which is inserted the inventory tabber. For instance when such an inventory card is in place opposite the machine bolt section it would read, as follows:

No. 1	100
No. 2	200
No. 3	300
No. 4	400
No. 5	500
No. 6	600
No. 7	700
No. 8	800
No. 9	900

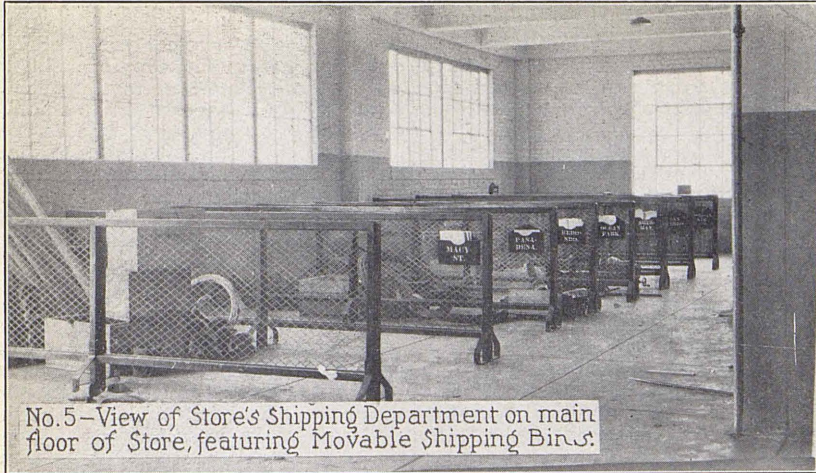
This would mean that there were available space for 9 rows of machine bolts, each row containing 100 bolts, and if all rows were full that the case would hold 900 bolts.

However, if one sectional portion of the material case where one particular size of bolt is stored has an overflow, then storing of bolts is continued in adjoining sections of the case and the inventory tabbers at the side of the case continue, thusly:

No. 10	1000
No. 11	1100



No.4—View of portion of Material Storage Cases on main floor of General Store, showing efficient arrangement of Lighting Facilities.



No. 5—View of Store's Shipping Department on main floor of Store, featuring Movable Shipping Bins.

No. 12	1200
No. 13	1300
No. 14	1400
No. 15	1500
No. 16	1600
No. 17	1700
No. 18	1800

In taking monthly inventory one glance at a full case and opposite card tells the tale. If section is only partially filled reading of card, number of rows in place and quick counting of one broken row, easily simplifies inventory work of the store.

View also shows a metal tabber, which is removable, inserted at the top of a section of the case where bolts are stored. This signifies that there is an overflow in this particular case and one continues following up this little prompter until a case is reached where same is not entirely full.

Also, a tiny red metal tabber is used about the store in placing it upon a section of any case where there has been detected by the storekeeper or any of his assistants that something is wrong in markings or inventory cards as to quantity of material in the case.

For instance: In the section on the first floor where pipe nipples, cotter keys, etc., are stored, trays constructed in the shops from scrap metal or tin are used for storing this particular class of material, as the rounded edges of pipe nipples or cotter keys (conveniently tied 24 keys to a bundle) when piled one on top of each other are, uneven and present untidy appearance. Therefore, 10 pipe nipples each 1 inch in diameter and 10 inches or more in length can conveniently be placed in one tray, while size of cases allow four to six trays being placed one on top of each other. The material clerk in charge of this section marks his first tray "10"; second tray "20"; third tray "30" and so on. Storekeeper when passing this stock may notice error in tabbing therefore, red tabber is hung up on the tray to prompt correction of records.

The rendition of all stock cards is simplified by use of an addressograph machine and plate; that is, this plate serves in rendering the printed stock sheets, inventory sheets, and the very

same record from this plate prints the cards for designating kind of material in cases.

Plan is being adopted for the counter boys to handle material from the stock cases to shipping department via roller skates.

Likewise plan is being formulated for a more complete organization for efficiently and economically delivering of material to the shops via power trucks and messengers under what is known as, "Store Delivery System."

Inexpensive boxes for containing the material will be numbered by Stations, such as "Station No. 4—Machine Shop Foreman," where messenger or motor truck operator will call to deliver certain material requisitioned by the Foreman; also, on the same trip pickups will be made returning material to store; that is, scrap or excess quantities and finished product being returned to store stock as completed or a partial delivery to the store of a Store Order on the shops for fabrication of certain tools, car parts, etc. These boxes are conveniently located about the different departments of the shops.

There are many advantages gained under such a system. High priced mechanics and their helpers are kept constantly at work, while lower paid men experienced in handling material carry to these workmen anything that

is ordered, no matter how large or small.

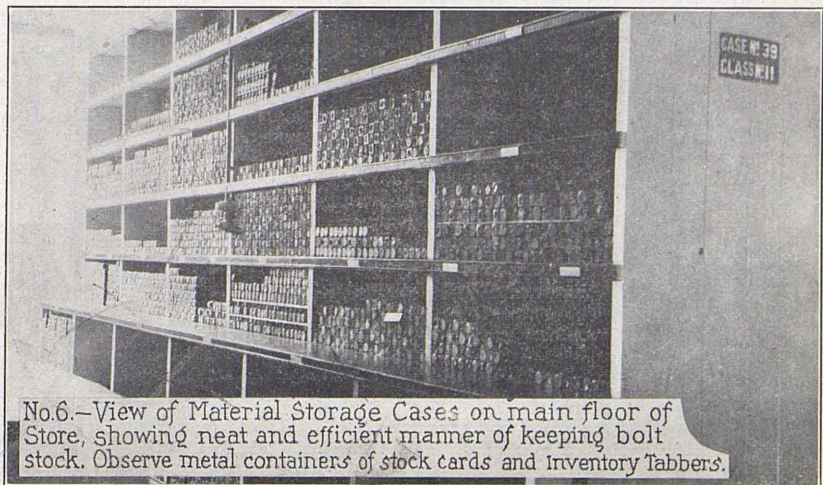
The equipment necessary to economically deliver such material is in charge of one organization, whereby there is no lost motion experienced in obtaining or delivering material, for the workmen are trained to know what the material is, where it is located, and what class of equipment is necessary to efficiently deliver it. Correct accounting is accomplished, as in any shop yard a large amount of material is stored outside of buildings, and if mechanics have access to it, they may become accustomed to making delivery without making requisition to cover or make proper record of such action. With the store delivery system, the actual quantities ordered are delivered and each equipment account receives correct charges.

This system not only allows delivery to the Stations about the shops, but messengers are permitted to make transfers of material from one shop to another as requested by the Foreman.

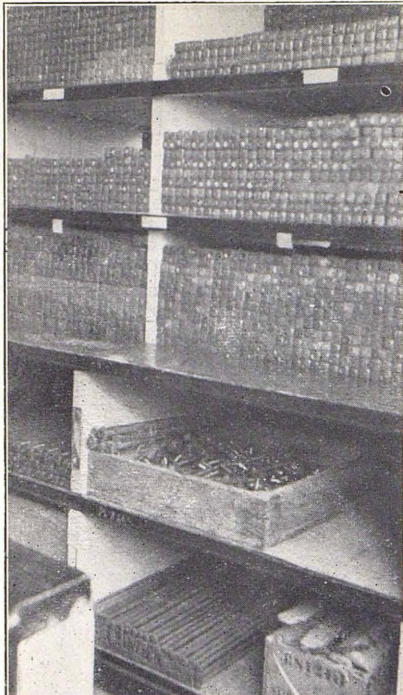
All second hand material released is promptly taken from the shops and yards so proper accounting for same may be made.

Organization is the principal thing that brings about economy in delivery of the material at the shops; that is, allotment of a store delivery man to so many shop workmen. Say, one delivery man would serve thirty or forty shop mechanics where there is a large shop force of from eight hundred to one thousand men. These men can be kept busy, avoid absence from work, eliminate social visits with store forces; also, tends to hold the mechanic to his regular work, and under his foreman's supervision at all times. The store can make as many as three deliveries as compared to one delivery made by mechanic calling for material himself. It relieves the necessity for shops to carry surplus stock of material and keeps Storekeeper in touch with material on hand at all times. Emergency shop orders gets the manufactured material into the Storekeeper's hands quicker, also delivery system relieves shop congestion of excess finished material.

Outside and adjacent to the main store building a convenient ground



No. 6.—View of Material Storage Cases on main floor of Store, showing neat and efficient manner of keeping bolt stock. Observe metal containers of stock cards and Inventory Tabbers.



No.7—View of portion of Material Storage Cases, showing uniform system of Bolt Stock, and efficient stock and Inventory Card arrangement

space is occupied by timber bulkheads, in which are stored large and heavy malleable iron castings and other material of this nature, that no comparative harm is done by storing in the open.

The oil store house—a separate structure—is located adjacent to the Main Store House, and large oil storage tanks are located in the basement and are connected up with Bowser oil pumps for drawing the oil for distribution at the shops, as well as for shipment out on the lines to the various departments requisitioning this class of material. Main Store Department storage track serves this same building. A sectional storekeeper presides over this unit. The paint storage house is situated immediately adjacent to and adjoining the paint mixing shop. A sectional storekeeper, also, presides over this unit. A storage track also serves this structure.

Dry lumber storage house is situated adjoining Wood Mill to efficiently serve this unit of the shops. Likewise, sectional storekeeper presides in charge of this class of material.

The iron track storage house for storing bar iron and steel used by blacksmith shop is located adjoining blacksmith shop, and is in charge of one of the sectional storekeepers. This iron rack building has concrete floor roof of wooden sheeting and composition. Building is of open type construction, except small portion, containing sectional storekeeper's office and storage space for storing galvanized sheet iron, is enclosed. Enclosed portion of structure of galvanized sheeting. The tiers in the iron storage racks are constructed of scrap steel rails as set vertically in concrete floor, while cross-section of racks is

provided by using $\frac{3}{4}$ in. steel rods inserted in 1 inch iron pipes, which act as separators and reinforcements against racks sagging under heavy load. The tier racks are divided sectionally so that ample passageway is provided for forces to have easy access to this class of material—either for removal or in storing incoming stock. Intermediate division of a portion of the tier racks gives efficient storage arrangement for storing and handling of short lengths of bar iron or steel that do not extend full length of those storage racks for full width of building. Iron pipes, four-feet in height, are inserted in that portion of the concrete floor in the enclosed portion of the structure, whereby they are conveniently spaced and afford efficient arrangement for storing galvanized sheet iron, which class of material is set on end.

All these material storage units outside of the general store department building, as they are so efficiently located for the benefit of the Shops' operation, come under the jurisdiction of the store department.

The plan being to have these units of storage scattered at the logical point to give prompt delivery to the various departments of the shops of each class of material required for the different classes of shop work. When the General Storekeeper receives from anyone certain department the standard requisition as used for obtaining material, then the requisition is studied as to the various classes of material that maybe shown thereon as being desired. When several classes of material are shown on the requisition, then the classes are abstracted and sent to each class sectional storekeeper for filling. When a requisition is completely filled a shipping order or notice is rendered and forwarded to the department that is author of the requisition. Likewise, there is a form used that produces the shipping order and store invoice at the same time, whereas the store invoice sheet is of double size of the shipping notice form proper, and this larger sheet is labeled: "STORE INVOICE," and is passed by the General Storekeeper to the Auditor for pricing and auditing. The first sheet of this combination form is the store invoice the second sheet

the shipping notice, and the third sheet a duplicate of the shipping notice. These invoices are rendered on typewriter with copying ribbon, and the one rendition that produces both the store invoice and shipping notice is accomplished by use of carbon paper for the obtaining of the two copies of store shipping notice. The invoices, when received by Auditor from General Storekeeper, are priced out by Auditor who makes a tissue impression copy and forwards them at the end of each week to the departments making the requisitions, whereby the department concerned can determine costs by taking its or his shipping notice copies that he has previously received from the Storekeeper and insert the prices on the copies. In mentioning the General Store at Torrance it is proper to consider the divisional stores maintained at outlying points. This is occasioned by the fact that there are several important terminal points (seven in number) on the System where inspection and light repairs to cars are made; therefore, an ample working stock for work on the equipment must be kept on hand.

Divisional storekeepers, who report to the General Storekeeper, are in charge at these points, and while the general stores at Torrance are the mainstay on which all the other branches depend, yet the efficient functioning of the General Store depends largely on the co-operation of the branches.

When material is transferred from one branch store to another a record sheet is kept of this transaction.

The foregoing will give a slight idea of the work handled by the Store Department at these different points on the System. At times one or more of the storekeepers maybe out of some class of material which is absolutely necessary at a divisional car house where these branch stores are maintained, and such material being required in order that cars undergoing repairs and inspection maybe released and returned to the road. In such cases when material is not in stock the divisional storekeeper phones the main store at Torrance giving car number and class of equipment being held up, whereby General Storekeeper either gives relief from

No.8—View shows a section of the Store Department's Iron Storage Rack, featuring the efficient storage of this class of material. Observe Store Department's Crane in background unloading Car Wheels.



Main Store or relief from one of the other branches.

Material to supply branch stores is handled by supply train from General Store, and in accordance with the monthly schedule rendered the first of each month for the supply cars or trains to go over the System and supply all the divisional stores with their supplies that they have requisitioned on the General Store as being necessary to carry them for the current month. There are two supply trains traveling out of the General Store each month with a representative of the General Store Department and assistants in charge, and twenty-six full days each month are devoted to distribution of material required for monthly stock of all departments. For instance, five full days are allotted during the middle of the month to deliver material and supplies solely to the Engineering Department, and as required for maintenance of ways and structures during the month, which department has foreseen its monthly requirements as needed on the various sections, and placed its stock requisitions ample time in advance. A representative of the Engineering Department accompanies the supply cars during the five-day period of delivery to assist in the work so far as it concerns his department.

Independent delivery by supply cars relieves the freight department of being burdened by delivering such material and supplies by freight service. Besides, the Store Department in having its own supply trains performs the work more economically, with dispatch, and avoid complications in careless delivery of material, thus avoiding losses and other irregularities.

Also the supply trains while distributing material and supplies pick up material being returned to the Store from various sources. Section tools are picked up and brought in for repairs, then returned to the sections on next month's car, also scrap and obsolete material. To avoid delay in delivery of oil used in the Engineering Department for various roadway maintenance purposes iron drums of 52 gallons capacity are allotted to this particular Department by the Store; the Company having procured a special type of drum for this purpose. Therefore, there is no loss, the method is efficient, and delays are eliminated in not having to embarrass the maintenance work by oil shortage due to lack of drums for making its delivery.

Other quantities of material as drawn from the General Store for construction or extraordinary large maintenance projects is either shipped to the job by usual company freight haul or called for by the construction gang, when emergency demands, with work trains.

Also, the General Store at Torrance has its own auto truck delivery service, owning a White 1½-ton truck and a Ford 1-ton truck for such purposes. These trucks are used for emergency delivery of material required at wrecks or bad order cars when same ties up the line. During

emergencies these trucks serve in delivering the divisional stores certain material stock that is wanted quickly.



PACIFIC ELECT

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often.

There are two classes of male beings who ride on our cars who should "take a tumble" to themselves. One is the pimple-faced adolescent who stands on the rear end of a city car and smokes a cigarette in ladies' faces and the other is the leather-skinned climacteric who commits the same sort of nuisance with a pipe or a cigar. I am in hopes we will not see anyone who has presented a pass to the conductor do this thing. Because the inference is that a man with a pass is an employe, and the further inference is that he knows that it is against the law of the City (not mentioning the law of Decency) to smoke on the rear section in Los Angeles. Go on up front where it is permissible.

We saw four employes in uniform board a West Sixteenth Street car a few nights ago; they waited a moment while the conductor in charge of the car got their numbers down and one of them said to the other three, "come on up front out of the way." Only one of the three responded, and two went to the front end and sat down. The other two remained at the rear, directly opposite the station of the conductor in charge and visited with him, taking his mind from his business, and forcing boarding passengers to climb over them. This was a 50-50 proposition; half of the four were thoughtful of the best interests of the Company and the conductor in charge; half of the four were making a mistake. Boys, let's get that percentage a little higher; in fact, why not make it unanimous to deadhead without interfering any more than is necessary with the efficiency of our service?

A few days ago I saw a conductor get off his car and assist an old lady who was nearly helpless with age and affliction to the curb. There was nothing in the Rule Book about seeing passengers to the curb, but this conductor looked very much the man as he raised his hand to stop an approaching automobile, placed this feeble old Mother in a safe place and returned to his car. Believe me, this was one of the times when we were

proud to swe'l up and say "WE" are Pacific Electric men. It is just such things as this that have given us the reputation we have all over the country for civility and considerateness. Let the good work go on.

There are many kinds of "fodder"-bread of horse-feed derivation; some are better than others. Here is a kind that is pretty good and is economical to produce: (It is a good way to use up a little sour milk) take 2 cups graham flour, 1 cup white flour and 2 level teaspoonsful of soda and mix with salt to taste; stir in ½ cup molasses and 1½ cups sour milk; last of all, add about a tablespoonful of shortening, melted. Bake in a slow oven. A few chopped nuts and raisins may be added to very good advantage.

We saw a creature in man's apparel take a paper from a blind newsboy at Fifth & Hill and not leave the price of the paper, five cents. He was a thief. We have seen passengers ride on our cars and by purposely fooling the conductor take five cents' worth of transportation which is just as much a commodity and just as much a part of our stock in trade as the paper was the newsboy's. Those who do that are thieves. Why should a man steal from the newsboy, or from the grocer? No one is much of a man that would take five cents that did not belong to him, anyway, whether he takes it on a street car or from the sidewalk.

We said something about the Resort Department last month and mentioned the way the Redondoites entertain. Well, after the 2th of June and "Jinks" at Urbita Springs Park we feel that there is not much to say excepting that those Urbita Springers can certainly go some and that Redondo is not the only place (pebble on the beach?) on the Pacific Electric System where one can have a good time. Thanks; we'll come again—and, oh, yes; pass the word around, boys and girls—its a good place to go.

Undoubtedly the good will of the public is one of the greatest assets of such an institution as our's, and anything an employe can do to cultivate it or retain it or save it from attack is something not far short of a duty; indeed, to the truly loyal employe it is a pleasure.

It is noticeable that during the rush hours, when people are perfectly willing to stand in a crowd for a few minutes for the sake of traveling quickly themselves and allowing as many others as possible to do the same, there is a certain percentage that is absolutely selfishly unmindful of the desires of others and in a most morally callous manner persists in refusing to "move up forward, please, as much as you can."

Very frequently the result is that some of our patrons who are as equally anxious to get home (or to work) quickly as are those already on a car, are prevented from getting aboard a car that has only a few standing on the front end and prac-

tically none standing in the enclosed section. The strange, but true, thing is that the ones who are suffering by the very act (active, selfish negligence) of their own neighbors are so blindly unfair as to blame the Company. Why, it would take a four-mule team to drag some of those piggish creatures, who are your neighbors and who eat and dance and play cards with you, up front a few feet so you may ride home on the same car with them!

Don't you feel, fellow-employees, that the hundreds of us that ride our cars every morning and evening (on passes) could help out this situation a great deal by moving up front ourselves and by means of courteous remarks influence others to use the available space up in front and in the enclosed section? This would be a real service to ourselves and to the public and would be a wonderful moral support to the Conductor who has to bear the brunt of the battle. Please, try it.

— PE —

CITED FOR GALLANTRY IN ACTION

Major Henry W. Edmonds, one of the first of our big family to enlist in the big scrap across the sea and who made his way by his own efforts from the ranks to be a major, is in receipt of his Citation Certificate, based on the following order:

"G. H. Q.
AMERICAN EXPEDITIONARY FORCE
Washington, D. C., March 1st, 1920.
CITATION ORDER
No. 8.

"1.—The following named officers and enlisted men of the American Expeditionary Force are cited for gallantry in action and are entitled to wear a silver star on the Victory Medal Ribbon as prescribed by paragraph 1, G. O. 75 C. S. these Headquarters:

The official citation follows:

"Major Henry W. Edmonds, 362nd Infantry for gallantry in action north of Gesnes, France, October 10th, 1918, while directing the movements of his battalion in attack."

By command of General Pershing,
FOX CONNOR, Chief of Staff.

Robert C. Davis,
Adjutant General.

Accompanying this official citation is a scroll citing the action of gallantry and courage and personally signed by General John J. Pershing, Commander in Chief of the A. E. F. Naturally, Henry is quite proud of this recognition and that pride is shared by every member of our big Pacific Electric family.

— PE —

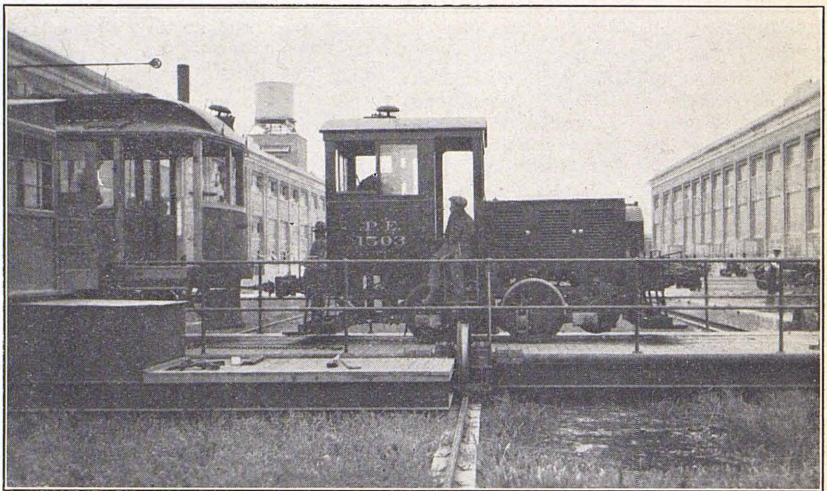
The Baltimore & Ohio Railroad put the first steam road electrification into operation in 1895, having electrified a stretch of track through a series of tunnels for a distance of approximately 4 miles.

— PE —

The process of making cement was a lost art for a great many years until rediscovered by an English engineer who built the Eddystone lighthouse in 1759. Portland cement was discovered originally before Christ. The Romans used it in the construction of the Pantheon, which has withstood the ravage of time and storms for over 2000 years.

MECHANICAL DEPARTMENT NOTES

C. A. MILLS, ASSOCIATE EDITOR



NEW YARD LOCOMOTIVE

In the shops of the Pacific Electric Railway at Torrance there has just been completed and placed in operation by the Company's Mechanical Department a gasoline locomotive for yard operation at the new shops. This locomotive was designed and perfected entirely by the Mechanical Department. Same is approximately 22 feet in length, weighing 22,000 pounds on drive wheels, diameter of wheels, 32 inches, draw bar pull or tractive effort 3000 pounds.

The source of power for this locomotive is obtainable from a six cylinder automobile type of gasoline engine, which is rated from 70 to 90 H. P., while a friction disc clutch is used as in an automobile, which when in, transfers the energy of the engine to the transmission which has two speed 5 M. P. H. and 10 M. P. H., From the transmission the energy is carried by the propelling shaft to a jack shaft and on each end of the jack shaft is a crank and pin to which the side rods are connected to trans-

mit the power or energy to the drive wheels.

This locomotive, as devised, is combined for operation solely in moving cars in and around the shops, from one building to another; that is, whenever cars reach the shops for general overhauling, then the locomotive is coupled onto the car to be overhauled and moved into the machine shop where the trucks are removed and replaced by dolly trucks, then the car is moved onto the transfer table and set in the carpenter shop and as soon as the carpenter shop work is completed it is moved into the paint shop, after the car has been painted and varnished it is then moved into the machine shop and the original trucks restored to the car. After a test run the car is then ready to return to the road for service.

The absence of Mechanical Department Notes in the June 10th issue of the magazine was due to the Associate Editor having been on his vacation and no one else was willing to undertake the grave responsibility of acting as reporter.



CUPID SAYS BUSINESS IS GOOD

Mr. Fred F. Small, Mechanical Superintendent, has strayed from the straight and narrow path and took unto himself a wife. We all wish Mr. and Mrs. Small and wife all of the joy and happiness that can be found in their journey through life.

Mr. Birdette M. Geissinger, Assistant Traveling Equipment Inspector, has just returned from what was purported to be a vacation trip. Mr. Geissinger's real motive in making a trip east was not so much vacation as it was to locate a certain person in Cleveland and bring her back as his wife. The Associate Editor happened to be on the same train going east with Bert and found him very happy and awfully restless. Well, Bert, we are all with you, and extend our best wishes for happiness to you and yours.

Mr. C. F. Prange, Draftsman, took advantage of us while on his vacation and was married, spending his honeymoon at Catalina Island. Mr. Prange reports a lovely time at Catalina and thinks it cruel fate that a newly married man must go back to work. Even though Mrs. Prange has the sympathy of us all we join in wishing them both a long and happy married life.

Mr. O. S. Gorham, the genial motorman on the shop car operating between the shops and Torrance, sprung the surprise of the season by passing around the cigars, candy, ice cream, etc., announcing he has succumbed to the wiles of cupid and had married Mrs. Josephine Deal, a former employe of the Department in the Winding Room. Mr. and Mrs. Gorham are both well known to all in the Department, who extend their heartiest congratulations.

It appears from the reports of employes who have fallen victim to cupid's darts, that the ranks of eligibles in the Mechanical Department are being depleted rapidly, especially among the male sex. However, I might add that we still have a few eligibles among the female sex, but fear that some of them, not mentioning any names, are liable to slip most any time. We would like to have Miss Vetter explain why so many trips to Santa Ana.

— PE —

Not So Rare

"I suppose you never saw coffee like that before," boasted the boarding-house lady proudly.

"Oh, gosh!" ejaculated the war-hardened star boarder. "The Argonne was full of it."—The Home Sector.

— PE —

It takes a lot of nerve for a young married man to go into a store and buy a dozen safety pins from some girl he was once sweet on.—The "Lightning" Line.

ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

Not everyone can be considered as entirely consistent and still stand on every new platform, to D. E. Plank, Bridge Building Supervisor, it is a simple matter.

Miss Hetherington returned from a recent vacation wearing a ring on the left hand, which has brought forth the congratulations of her friends. She has not as yet given any information as to date or place.

J. J. Shay of the Signal Department has been promoted to the position of Chief Wireman. He has made himself valuable to the Company, in many capacities in the past, and is admirably fitted to assume his new duties.

George S. McClure has announced himself as being a candidate for Congress, basing his qualifications upon his recent duties performed in connection with the proposed Union Depot. Committee Meetings twice a day for four hour periods and continuing for weeks are just to his liking now.

After more than seven years of faithful service in the Engineering Department, G. T. Roberts, has transferred to the Southern Lines of the Southern Pacific Company. He will assist Major Lansdale in his office at Houston, Texas, in the valuation of the Southern Lines.

After spending almost three weeks in the hospital and undergoing a serious operation, J. P. Gould was able to celebrate the Fourth of July with his family. He has shown a remarkable recovery and surprised many of his friends who called at the hospital only to find that he had been returned to his home.

Some people have been wondering about Miss Smith and her frequent trips out on "an early Air Line car." She maintains a discreet silence, but goes out of the office each time with a big smile—it may be that she does take the "Air Line," but some are speculating as to whether or not a fuller explanation would reveal some interesting news.

John W. Bennett is in Chicago and is expected to rule the convention to be held there by some of our leading politicians who were somewhat dissatisfied with the outcome of the two main conventions. Perhaps we will find him heading a third ticket this fall; if he does he can be certain of eight votes, there being eight ladies in the Engineering Department Office.

Fully satisfied with results obtained in trying for a world's record for the size and number of boils had at any one time, "Senator" H. A. McLane has returned to us, not entirely free from them, but in much better shape. He put up a wonderful fight but found it necessary to pay a visit to the hospital to be relieved of his burden.

F. B. "Pat" Patterson who for the past few years has been with the Signal Department in various capacities has been appointed General Inspector on all signal work. He has progressed rapidly since leaving the drafting room of this department and a big future is predicted for him if he continues at his present rate of development.

We have three new members of the Pacific Electric family in the persons of Misses Dorothy Lawrence, Frona Irish, and Mary Louise Bramham. We hope that they may be as well pleased without family as we are to have them. Owing to the we are unable to give a great amount hurried departure of John Bennett, we are unable to give a great amount of information as to their ages, years in California, etc., for which information Mr. Bennett must always be depended upon.

The following bulletin will be of interest to the many friends of Major Lansdale:

"Morgan's Louisiana & Texas Railroad & Steamship Company, Louisiana Western Railroad Company, Iberia & Vermilion Railroad Company, The Galveston, Harrisburg & San Antonio Railway Company, etc."

OFFICE OF PRESIDENT

June 1st, 1920.

ALL CONCERNED:

Effective this date, Mr. John Lansdale is appointed Valuation Engineer, vice Mr. I. A. Cottingham, resigned. W. R. Scott, President.

— PE —

Discrimination—President Wilson is fond of telling a story about an old teamster. The old fellow said to the treasurer of the concern one day:

"Me and that off-horse ahs been workin' for the company seventeen years, sir."

"Just so, Winterbottom, just so," said the treasurer, and he cleared his throat and added: "Both treated well, I hope?"

The old teamster looked dubious. "Well," he said, "we wuz both token down sick last month and they got a doctor for the hoss, while they docked my pay."—Pittsburg Sun.

PURCHASING AND STORES NOTES

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

STORE FLASHLIGHTS

Inasmuch as the Store Department is featured this month by professionals we will burden our patient readers with just a few amateur personals.

You would not have been surprised at the rain the other day had you known it descended about the time Ward McCall left for the east on his vacation, the first time away from his home and family for nearly fifteen years. From all indications there must have been tears shed at the parting.

Mr. Tenny is occupying the position of Acting Storekeeper at Torrance during Mr. McCall's absence. Wonder, how Mr. Tenny enjoys staying at one place for more than one day.

Miss Hess has been complaining of "no pep" quite frequently these last two weeks. She reminds one of these few lines, with due apologies to the author:

Wish I was a little rock
A sittin' on a hill;
Not havin' to do a thing,
But just a sittin' still.

Wouldn't have to eat,
Wouldn't have to wash;
Wouldn't have to do a thing
But rest myself, b'gosh!

Miss Vaughan is deeply engaged in delving into the mysteries of that class of animal life commonly known as "worm," since her discovery of a quite lengthy specimen on her desk. She is particularly anxious to learn how long it will take a measure-worm to measure a yard; if it has any mechanism similar to a speedometer for recording mileage and speed; also, what prevents its spine from breaking as it is bent while the worm crawls, if it might possibly be made up of a brake release spring, or perchance a controller spring.

Among those of our number who did not feel the recent earthquake was Francis Clark. He informs us that he was busily engaged at the time in knocking a few jazz tunes from the piano. However, he said he noticed the piano dancing around the room, but he didn't think much of that because it usually does something unusual, sometimes turns a hand spring, when he gets started.

Catalina seems to be the Mecca for many of the Store employes this summer. Mr. Harper, especially, appears in the limelight. There must be some special attraction there, or, perhaps they enjoy the sensational trip on the "Cabrillo."

REDONDO BEACH MT. LOWE URBITA SPRINGS RESORT GLEANINGS

W.A. McCAMMOND, ASSOCIATE EDITOR

REDONDO BEACH NOTES

New dancers are being turned out in large numbers at the dance pavilion by Mabel Rockwell.

The employes of the Pacific Fruit Express are going to hold their annual picnic at Redondo Beach on Saturday, July 31. These people have been patronizing Redondo Beach for the last few seasons, and they are always a popular and welcome crowd at the resort.

The band concerts which are held every afternoon and evening, Mondays excepted, are more popular than ever before. The band this year consists of twenty-one members and under the able directorship of E. E. Miller are rendering a program of music unexcelled in former seasons.

On July 3, 4 and 5, Redondo Beach put on an a gay and glorious three-day festival and offered a program of extraordinary free attractions, including band concerts, Scottish piper and dancers, Harlequin entertainers, soloists, vaudeville and numerous other attractions. The weather was ideal and the crowd was the biggest that ever patronized Redondo Beach on a Fourth of July celebration.

The Wednesday afternoon free dances for the kiddies are more popular than ever this year. Wednesday afternoon, June 30, brought out over 250 little boys and girls and the scene presented in the dance hall by these little children in their various colored dresses was very pleasing from a spectator's point of view. Every child was presented with a balloon at the end of the dance.

The grand opening of the season took place on Saturday and Sunday, June 26 and 27. There as a program of varied attractions submitted which included band concerts, solo singing, vaudeville, plantation entertainers and last, but not least, was the feature event when four beautiful diving beauties gave a display of fancy and high diving from the Municipal Pier.

All the concessionists along the water front did a rip-roaring business on these two big days.

The carnival ball held in the Pavilion on Saturday night drew a record crowd and every one had a gay time of hilarity and pleasure. Carnival hats and various souvenirs were given away during the evening.

There was a magnificent display of fireworks from the Municipal Pier on Saturday night.

PE

ALPINE TAVERN NOTES

Manager Vickrey, of Ye Alpine Tavern, who has just recently returned from his vacation, has been slightly indisposed the last few days. Here's for your speedy recovery, Vic. The Pacific Electric cannot afford to be without your genial smiling countenance.

Ye Alpine Tavern has become so popular that it is no unusual sight on Saturday and Sunday nights to see the guests, who have not made reservations ahead of time, spend the night in the comfortable arm chairs before the big log fire. There are worse places one could sleep than in these comfortable old arm chairs.

Guest—Whom do you consider the smartest man in these hyar parts?

Asst. Mgr.—Mr. N. B. Vickrey, the postmaster. He's the smartest feller hereabouts. Speaks six languages.

Guest—Learned them in college I presume.

Asst. Mgr.—No—ne—jes' kinda—got ont a 'em—readin' postcards.

PE

URBITA SPRINGS PARK NOTES

Four big feature vaudeville acts are staged at Urbita Springs Park every Sunday and are drawing record crowds.

Picnics are popular at Urbita. There is no better place in the whole Orange Belt for picnickers than 'neath the shade of the overhanging foliage of the beautiful old trees in the picnic grove. Nice clean tables and seats are provided, also gas plates and gas for cooking.

Our friend Brown, of advertising fame in the Passenger Department, visited Urbita Springs Park with the "Get-Acquainted Society" on Sunday, June 27. When he wasn't tripping the light fantastic in the dance hall he was boating on the lake—not alone, by any means. At each vaudeville performance he was to be found right in the front row in convulsions of laughter, in which he had the

whole-hearted support of his get-acquainted party.

The Get-Acquainted Society was very fortunate in having genial, smiling Brown accompany them on this trip, as he was the right man in the right place to see that they had a good time, as they all did, and each one went home in ecstasies over the pleasant time spent at Urbita Springs Park.

—PE—

On July 4 and 5 the park had a big Fourth of July celebration which eclipsed all similar events of former years. Each day there were special feature attractions put on which appealed to the entire family. The Elks' Band, San Bernardino, made its initial appearance in the park on Sunday and got a great reception. On Monday there was a troupe of comical plantation entertainers playing at various points throughout the park, and proved very popular with the big crowd. The program consisted of vaudeville shows, baseball game in the ball park, dancing, swimming, boating and the big event ended up with a magnificent fireworks display. The park never looked better, and with the ideal weather which prevailed the picnic tables in the shady grove were well patronized by a joyous and happy crowd.

The Pacific Electric employes' carnival and high-jinks, held under the auspices of the Pacific Electric Club, at Urbita Springs on the evening of June 24, was highly successful. The guests commenced arriving on special cars which were operated from various points on the system after 7 o'clock, and by the time the special from Los Angeles drew in the grounds presented a gay and ani-appearance. From the time the orchestra mounted the band-stand in the dance pavilion until our genial Club Manager, Mort Stuart, struck the last chord on the piano, the fun went fast and furious and every one had a rip-roaring time. Carnival hats, whistles, balloons and serpentine were given away and this added to the hilarity of the gay "Four Hundred."

Vice President Titcomb, accompanied by quite a number of officials of the Pacific Electric Railway Company, patronized the event and during a short intermission while the orchestra partook of some liquid refreshments—minus the kick—Mr. Burnett, Manager Real Estate, Tax and Resort Department, made a very appropriate, short and snappy talk. During the course of his remarks he introduced each of the officials present to the audience. Each of these officials seemed backward in responding and most of them only bowed their acknowledgment to the audience. Possibly from the fact that they felt more or less bashful in the presence of so many pretty and attractive girls.

Mr. Froude, the popular superintendent, was highly pleased at the large delegation who braved the long journey from Los Angeles, and his one wish and thought was when the

special left Urbita Springs for Los Angeles was that they would not run foul of any of Tom Day's freight trains so that our Mort—the "Super-Kid" of the big family—would return safely to Los Angeles somewhere in the wee sma' hours around 1:30 A. M.

ACCOUNTING DEPARTMENT

They continue to come and to go, the clerks in the Accounting Department, I mean. And our old-time and trusted co-laborer, Earl Moyer, of the Roadway Bureau, went too; that is, he went along with the Agents' Association on their trip after big and little bear in the San Bernardino Mountains. He has just returned from his summer vacation with a lot of scenic pictures from his snap shot machine, having been a soldier, you know, as well as numerous tales of the wonder and beauties of the mountains, especially over the trail known as "The Rim of the World." He was particularly vociferous in his praise of the P. E. Vacation Camp, and, speak it gently, of the culinary products of the camp, particularly when a healthy appetite is on.

He tells of one young and handsome damsel from the Conductors' Bureau who mounted a frisky bronco at the camp and speedily dismounted when the thing began to shy. She refused pre-emptorily to ride the beast.

Moyer heartily recommends the camp for all employes desiring a rest from the worries of the world and the profiteers.

Quite a few of us are from Ohio, too.

F. H. GILBERT.

—PE—

HENRY'S COST

For the guidance in the determination of the proper allowance to be made for salesmen's automobile operation, the United States Government during the year 1919 compiled detailed record of the maintenance expenses of several leading makes of cars. In the case of eighteen Fords the average cost of operation was 7.7 cents per mile. Six Dodge cars showed an average expenses of 8.6 cents per mile. Four Buicks gave a rate of 9 cents; two Overlands, 9.6 cents; two Reos, 10 cents; four Studebakers, 10.3 cents, and one Paige, 8 cents. The figures given included the expense of ordinary repairs, tires, gas, oil, etc., but did not include interest, taxes, depreciation or licenses. The Government specialists found that if, to the above mileage costs, were added the rate per mile for the items of depreciation, license, taxes, insurance and interest (all of which are legitimate items in the maintenance of an automobile) the cost per mile would be increased by at least 2 cents.—From the "Display Window."

—PE—

Expect This Every Issue

"I'll never ask another woman to marry me as long as I live."

"Refused again?"

"No—accepted."—Columbia Jester.

THOUGHTS ABOUT HONESTY

When Benjamin Franklin said "Honesty is the best policy," he did not attempt to put all the ideas he had about honesty in those five words. Honesty is a principle and principle should be back of every policy whether of men or institutions.

During the month of May thirty-one conductors were dismissed for not accounting properly for fares. Each one of these men has made a record with the bonding company which will prevent his holding a position of responsibility requiring bond in the future. Doubtless many of them acted thoughtlessly, not realizing how serious and far-reaching the consequences might be. Is it not worth while to adopt Honesty as a principle and as a policy?

Speaking of honesty, is not the man who does not give his whole attention to the business in which he is engaged while being paid for his time as dishonest as the man who fails to properly account for company property or cash? This is a day when we hear much of high wages and high cost of living. If we could make it a day of high principle and every man apply the principle of honesty to all his dealings—first with self, then with employer and customer how soon a proper readjustment would come.

—PE—

NOTICE

All men who have signed up for Company "B" National Guard (composed of P. E. employes), should present themselves at Room 209, P. E. Bldg., July 16th, for physical examination and completion of final papers.

Men employed nights should report at 1:00 a. m. Those employed days to report at 7:30 p. m., or as soon thereafter as possible.

Men having former service in army, navy or marine corps should bring their discharge.

The first drill of the Company will take place at the armory, Exposition Park, 7:30 p. m., Tuesday, July 20th. Everyone should attend as at this time tentative assignment to platoons will be made as well as selection of possible material for non-commissioned.

Former N. C. O.s should brush up on infantry drill regulations and be prepared to take command of a squad or platoon.

If you haven't signed up, now is your chance to get in.

HENRY W. EDWARDS,

Commanding Company.

—PE—

Was Embarrassing

The young man (on being introduced to the sweet girl's mother): "Have we not met before? Your face seems strangely familiar."

The Lady (coldly): "We have. You were seated and I was standing for half an hour in a trolley car yesterday."—Toledo Sparks.

GENERAL PASSENGER AND FREIGHT DEPARTMENTS

G. H. BLYTHE
GEORGE F. SQUIRES, ASSOCIATE EDITORS

PASSENGER DEPT. NOTES

The Passenger Department Associate Editor found a memo. on his desk this morning from Ye Editor, stating that some notes must be forthcoming by noon, or else there would be a new Associate Editor. This would please the said A. E. very much to lose this thankless task, but in order to keep the Passenger Department on deck, here goes.

About the most important event during the past month was the announcement of the birth of a bouncing 9½ pound baby boy to Mr. and Mrs. Ray L. Brainard, Ticket Agent, Main Street Station. Mother and babe both reported doing nicely. No, thanks, R. L. B., we never smoke (on duty).

It was with regret that we accepted the resignation of Mr. Paul T. Porter as Secretary to Mr. Smith. He left us the latter part of June to accept a position with the Southern Pacific Company at San Francisco, in the office of our former co-worker, Mr. Dick Kelly. Our best wishes go with you, P. T. P., in your new field.

Mr. A. Levin was placed in the position left vacant by Mr. Porter, and Mr. M. Origan is a new man in the office on the Advertising Desk.

Vacations in this department are entirely out of order for the time being, on account of rush work in connection with our application to the State Railroad Commission for an increase in fares, which comes up for hearing on July 15th.

Our Excursion Department has been kept busy the past few weeks taking care of the large number of tourists passing through the city enroute to and from the Shriners' Convention at Portland and the Democratic Convention at San Francisco, many of them having taken our sight seeing trolley trips while visiting Los Angeles. Remember, folks, that this company's business is selling transportation, so let's all help in boosting the sales.

If anyone has the idea that our Information girls have nothing to do but knit and chew gum, the following figures might be of interest to them. It is estimated that on an average the girl on duty at the counter during the day answers 1200 questions per hour. Figuring on this basis would mean 8400 per day, 226,800 per month and 2,721,600 per year. Considering the number of questions asked, complaints are very few as to the service. As one of the

girls remarked, it is better to chew gum than to chew the rag with the public and get them sore.

PE

Over at San Bernardino, "Billy" Bonser is trying his hand at batching, and from reports he is getting to be the best little "fryer" ever. By the time friend wife and son Jack return from a visit in Indianapolis he hopes to qualify as D. S. and Economic Expert for High School work.

PE

DON'T, MR. CONDUCTOR

Don't issue P. C. R. cash fare receipt for one way fare collected, when it is necessary to issue triplex exchange check for passenger to reach destination. Amount of fare collected shown on triplex is sufficient.

Don't fail to issue and give to passenger, cash fare receipt Form P. C. R. when one way cash is collected, and your car is operated to destination to which fare has been collected.

Don't issue P. C. R. cash fare receipt when one way fare of 5 or 10 cents has been collected. Register 5 or 10 cents on Ohmer register. Receipt not necessary.

Don't fail when issuing P. C. R. cash fare receipt for half fare, to punch out "Half Fare" in space provided on Auditor's check.

Don't inform passenger that P. C. R. cash fare receipt is all that is required when such passenger is entitled to or liable to make application for refund. Card receipt, Form P-34, must also be given passenger, in all such cases, showing thereon, necessary information, before refunds can be made.

Don't refuse to sell thru tickets, while operating on Sierra Vista Local Line, between points on that line and other Northern Division points, transferring such passengers at Sierra Vista Jct.

Thru fares are named between points on this line and points on Pasadena Short Line and Oak Knoll Line, on page 19. Points on Alhambra-San Gabriel Line, on page 20. Points on Mt. Lowe Line, on page 21. Points on Sierra Madre Line, on page 22. Points on Monrovia-Glendora Line, on page 23.

Don't honor or sell tickets to points south of Watts, while operating on Watts-South Pasadena Line, from points of north of 6th and Main St.

Don't honor or sell tickets to points north of Mission and Fair Oaks, while operating on Watts-South Pasadena Line, from points south of 6th and Main.

Don't refuse to honor fares or tickets collected reading between Watts, Latin, Graham or Nadeau

and Los Angeles, thru to Thorne St., when such cars are operated to that point.

Don't refuse to honor fares or tickets collected, reading between Mission and Fair Oaks, Palm Avenue or Ostrich Farm and Los Angeles, thru to Slauson Junction, when such cars are operated to that point.

Don't fail to read carefully, paragraphs under heading "From and to Los Angeles," on page 1-A, Local Passenger Tariff No. 726, relative to application of fares and tickets on Watts-South Pasadena Line.

Don't issue local transfers in Los Angeles, on fares or tickets collected from any point outside the defined city limits, as described on page 2-B, Local Passenger Tariff No. 726.

Don't honor Los Angeles local transfers, Forty Ride school commutation tickets, 100 Ride employes family commutation tickets, Police or Mail carriers badges or Firemen's passes, issued for use within the defined city limits of Los Angeles, beyond such limits, as shown on page 2-B, Local Passenger Tariff No. 726.

EXCEPTION: Forty Ride School commutation tickets will be honored as noted on page 2-B, from and to Hollywood Blvd. via Santa Monica Blvd. and Highland Ave. Line. Policemen and Mail Carriers will also be permitted to ride on their badges to and from Cahuenga Pass, on Highland Ave Line. Los Angeles city Firemen are also accorded same privilege as outlined above for Police and Mail carriers, on presentation of pass books.

Don't issue Exchange transfer, Form T. S-1, unless station appears thereon, to which ticket collected reads. Some conductors are issuing this transfer for tickets collected to Long Beach Blvd., located on Redondo-Gardena Line. As Long Beach Blvd. is not shown on present issue of this transfer, Triplex, Form S. D. T-5 must be used in this case.

Don't under any circumstances issue Exchange transfer, Form T. S. 1, in exchange for tickets collected to points on Whittier-La Habra Line or Santa Ana Line, or to local lines in San Pedro or Wilmington.

Don't issue transfers Form P. C.-1, punched "Los Angeles" or "Pasadena" at any other point except Mission and Fair Oaks on thru tickets lifted reading between Los Angeles and Pasadena. Triplex Form N. D. T.-1 must be used when transferring through passengers from Oak Knoll cars to Pasadena Short Line at Colorado and Fair Oaks.

Don't refuse to sell round trips on cash coupons, Form C. C.-3, or advertising cash coupons, Form C. C.-4, which are issued in coupons of one cent denominations, and will be accepted also in payment of five cent fares.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

PACIFIC ELECTRIC CLUB CALENDAR

July 10 to August 10

- Saturday, July 10—**
Agents' Association meeting at 8 p. m.
- Monday, July 12—**
P. E. Band Rehearsal in Auditorium at 8 p. m.
- Thursday, July 15—**
Regular Club Dance in Auditorium at 8:30 p. m.
Northern Division Safety Committee meeting, 2 p. m.
- Friday, July 16—**
Regular movie show in Auditorium at 8:00 p. m.
General Staff meeting, 10:00 a. m.
- Monday, July 19—**
Band rehearsal in Auditorium at 8 p. m.
- Tuesday, July 20—**
Transportation Department meeting of all divisions at 8:00 p. m.
Refreshments served after meeting.
- Thursday, July 22—**
Ballroom Souvenir Dance in Auditorium, 8:00 p. m.
- Friday, July 23—**
Regular Movie show in Auditorium, 8:00 p. m.
- Monday, July 26—**
P. E. Band Rehearsal in Auditorium, 8:00 p. m.
- Thursday, July 29—**
Serpentine Dance in Auditorium at 8:30 p. m.
- Friday, July 30—**
Regular Movie Show in Auditorium at 8:00 p. m.
- Monday, August 2—**
P. E. Band Rehearsal in Auditorium, 8:00 p. m.
- Wednesday, August 4—**
P. E. Club Executive Committee meeting, 2 p. m.
- Thursday, August 5—**
Oriental Jazz Dance in Auditorium at 8:30 p. m.
Southern Division Safety Committee meeting, 2 p. m.
- Friday, August 6—**
Regular Movie Show in Auditorium, 8:00 p. m.
Western Division Safety Committee meeting, 2 p. m.
- Monday, August 9—**
P. E. Band Rehearsal in Auditorium, 8:00 p. m.
- Wednesday, August 11—**
P. E. Rod and Gun Club meeting, 8:15 p. m.

The Pacific Electric Band has been engaged to play two concerts at Balboa Beach on Sunday, July 4th, also Manhattan Beach, Monday, July 5th, where a concert in the afternoon and street dance in the evening will be played in honor of the opening of the new municipal pier. Soloists with the band are Mrs. Mae Barlow, soprano, and Mr. Jack Watson, baritone.

CLUB COMMITTEE MEETING

Pacific Electric Club Executive Committee meeting, held at the Club on Wednesday, June 2, was called to order at 2 p. m., with President Bishop in the chair. Roll Call showed the following absentees: L. H. Wilson, H. L. Wiggam, D. B. Woodward, C. J. Button, L. H. Covell, F. L. McCulley, A. D. Tolle, O. L. McKee, S. E. Wilson, J. W. Anderson, Paul H. Mann, J. Whitley, E. Moyer, A. B. McLeod, O. L. Howard, and J. C. McPherson.

Minutes of the last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund:

Balance on hand, April 30...\$ 260.52
Receipts 798.50

Total\$1059.02
Bills and expenses paid..... 4.95

Balance on hand, May 31,

1920\$1054.07

Relief Fund:

Balance on hand, April 30...\$ 166.63
Receipts 44.06

Total\$ 210.69
Paid out in relief..... 93.50

Balance on hand, May 31,

1920\$117.19

Mortuary Fund:

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

Membership:

Total membership as of April 30, 1920, was 3150. Mr. Stuart called attention to the drop-off in membership, and stated that he was going to renew his previous campaign for members.

Mr. Stuart reported that \$21.06 had been collected from selling old newspapers, and same has been credited to the Employees' Emergency Relief Fund. Also stated that he had been unable to complete contract with Mr. Putnam which was brought up and discussed at the previous meeting, and that he would endeavor to make some other arrangements whereby the Emergency Relief Fund can be increased from advertising in the magazine.

Manager reported that the Camp is about in shape to open, and says that reservations were coming in. Asked the committee to give as much publicity as possible to the Camp amongst the employees.

Mr. Stuart stated that the work order covering expenditure for equipping third floor of Club into a practical gymnasium had been returned, with request that revised figures be submitted. After a lengthy discussion by the committee, it was the consensus of opinion that the matter of equipping gymnasium be deferred until some future date, on account of

the high cost of materials and the lack of information, at this time, as to whether or not the attendance would warrant such an excessive expenditure.

Manager reported that the High Jinks at Redondo on May 27th was a great success, 1600 being admitted into the dance pavilion during the evening, and 300 into the bath house. Stated that a similar entertainment was being planned for Urbita Springs to take place on the evening of June 24th, and that would be held at Pasadena on some later date.

New Business: Mr. Mills brought up the question of lack of proper restaurant facilities at the shops at Torrance. It was suggested that management of the Club take the matter up with the Real Estate, Taxes, and Resorts Department with a view of contracting with some party to serve a mid-day lunch at the shops. Mr. Mills was asked to make a canvass among the men to ascertain just how many of them would avail themselves of the use of such facility, and make a report on same to Mr. Stuart.

Mr. Edmunds suggested that paper towels and soap be provided at the 6th and Los Angeles streets terminal. Mr. Stuart stated that he would look into the matter and make proper arrangements.

Matter of visitors at the club dances was brought up and discussed at considerable length, complaint being raised that these outsiders were abusing club privileges and crowding the dance floor, some of them proving undesirable in other respects. Committee finally agreed that decision in the matter be deferred temporarily, and in the meantime Mr. Stuart would use his judgment as to disposition of each individual case.

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

PE

PACIFIC ELECTRIC ROD AND GUN CLUB

Meeting was called to order at 8:20 p. m., 400 members being present. The following officers were present: Mort Stuart, L. F. Volkhart, L. R. Spafford, A. B. McLeod, J. M. Geopfert, and D. A. Terry. Secretary reported a total membership of 114 and \$177.67 in the treasury.

NEW BUSINESS

Mr. Geopfert and Mr. Spafford gave a very interesting account of their trip to Rocky Point to secure the 600 mussels that we were to have after the meeting, stating that the mussels nearly filled a gunny sack. They described the dangers of this point, also the wonderful scenery that surrounded it.

Motion was made and carried unanimously that a vote of thanks be given to Messrs. Spafford Geopfert and Grace, for their effort in helping to make this social evening a success.

Mr. Read of the Tufts Lyons Arms Company favored us with a few remarks of interest to all. He stated that any of the boys desiring to

make a hunting or fishing trip, he would be glad to have them call at their store where they would very gladly give any information that would be of value to them in regard to where to go, when to go and what to take with them.

Mr. Schilling of the Remington Arms Co. also favored us with a few very interesting remarks on guns, stating that he had several guns with him that he would be glad to demonstrate to all who would be interested after the meeting.

Mr. L. R. Spafford stated that if any of the boys desired, he would give a demonstration of loading shotgun shells at our next meeting. This met with the approval of all present.

Mr. Stuart stated that on account of sickness, Mr. Chas. S. Van Horn could not favor us with the exhibition that he had promised, at this meeting, but he would be here at our next meeting.

Mr. Stuart also advised that the bulletin board mentioned at our last meeting would be here some time next week.

Motion made and carried unanimously that Mr. Spafford purchase a case of shells to be sold to the members at cost at the Vernon Gun Club traps.

Mr. Spafford submitted the following list of prizes for the Gun section of the Club:

Trapshooting:— Perpetual trophy, 13-inch loving cup, donated by P. J. Flaherty Co., 300 targets at 16 yards. First prize, 10-inch loving cup, donated by Tufts Lyons Arms Co., 100 targets at 16 yards. Second Prize, 8-inch loving cup, donated by B. H. Dyas Co., 100 targets at 16 yards. Third Prize, 1-quart thermos bottle, donated by the Army and Navy Store, 100 targets at 16 yards. Fourth Prize, shell bag and box of 6 shells, donated by P. E. Rod and Gun Club, 100 targets at 16 yards. Fifth Prize, gold watch fob, donated by the Hercules Powder Co., 50 targets at 16 yards. Sixth Prize, bronze watch fob, donated by Hercules Powder Co., 50 targets at 16 yards. Seventh Prize, silver watch fob, donated by Hercules Powder Co., 50 targets at 16 yards.

Rifleshooting:—Prize for the largest deer head for the season of 1920, one Marble's Camp Ax and hunting knife, donated by B. H. Dyas Co. Second largest deer head for the season 1920, Wright's hunting knife, Company.

After the business meeting all left for the Auditorium where all enjoyed a nice fish chowder and filled up on steamed mussels.

Mr. Schilling also gave us a very interesting demonstration of several different kinds of guns that he had with him.

L. F. VOLKHART,
Secretary.

PE

"Why do you keep buying lottery tickets? You seldom or never win a prize?"

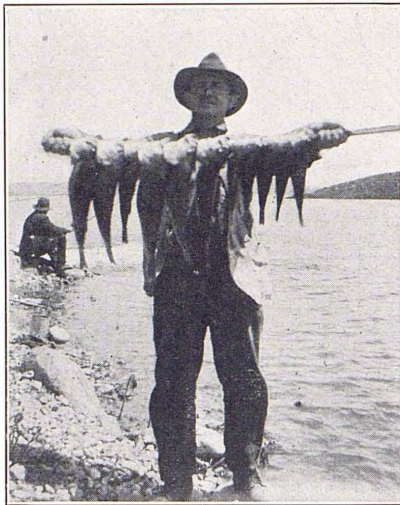
"Why do you keep buying cantaloupes?"

A FISHERMAN'S STORY

—By Himself.

As a usual thing it is not safe to make too much noise about a fishing trip unless you have the proof—there are so many doubting Thomases these days who think a fish story is just another happy dream of some good old sportsman, who never gets anything more than "a fisherman's luck."

But here they are—11 of them—



just count the beauties. Eleven black bass strung on a 4-foot lath. Almost 4 feet of joy captured at the San Fernando Reservoir—caught between the dam and intake on the west side.

Some old sport will say it is easy to catch a bass. But if you go after them with the intention of just throwing out a few of the best ones before breakfast, you are going to get hungry before you get enough fish to make the skillet stink.

Just take a tip and go after the bass right. If you can get live bait, you will have no trouble catching the fish. Take the small suckle minnow, about 2 inches long, makes a very good bait. Sun perch, about 1 inch long are very choice. The old homely angle worm, properly handled, makes a good bass bait. I will explain the fine points of using the worm. Take a 3-foot trout leader, single loop, with a No. 6 trout hook; get large, black worms and hook 1 worm on about the middle, so it will wiggle; put a bobber on your line so as to hold your hook about 1 foot off the bottom, and fish about 15 or 20 feet out.

There is plenty of good bass fishing close to Los Angeles and some records have been made both in size and number caught. The largest bass caught so far this season was caught at Silver Lake by the writer. It weighed 10lbs. 6 oz. And the catch shown above was made at San Fernando Reservoir—6 of the 11 weighed over 4 lbs., while one tipped the scales at 5 lbs. 8 oz. There have been some good catches made at Chatsworth Reservoir and also at Sweet Water Reservoir.

While you folks are discussing the possibility of a series of lies in this fish story, J. E. Wooderson and my-

self will be resting our backs against some friendly rock on Kern River, the air all filled with the aroma of frying trout and the soothing sound of Mr. Rattlesnake shaking his tail in defiance of our intrusion.

But when the evening smoke is over and we lay ourselves down on our oak bow bed and count a few of the brightest stars—and then fade away into sweet slumber—Oh, Boy! HOW GRAND AND GLORIOUS!

J. W. MAY,
Sub-Station No. 2, Pasadena.

PE

CITY REPRESENTATIVES PLEASED

San Bernardino, Cal., Juli 1, '20.
Mr. Mort Stewart, Mgr.,
Pacific Electric Club,
Los Angeles, California.
Dear Mr. Stewart:

On behalf of the Commercial Secretaries of Southern California and their ladies who had the pleasure of enjoying the courtesies extended to them at the Pacific Electric Vacation Camp last Sunday morning, permit me to thank you most heartily.

We were somewhat disappointed in not meeting you there, but Mrs. Rixey, your camp director, is certainly an artist when it comes to taking care of a hungry crowd.

The breakfast was most delicious, and our stop at your camp was one of the most delightful phases of the entire trip. The Secretaries returned highly elated over the beauties of the Rim of the World drive and will long remember the courtesies extended to them by the Pacific Electric and others.

Again thanking you, I am, with kind regards,

Sincerely yours,
F. M. RENFRO,
Secretary San Bernardino
Chamber of Commerce.

PE

"WALT" MONROE MARRIED

The San Bernardino Index of June 15 contains notice of the marriage of Mr. Walter Monroe, one of our popular fellows over East. The Index says:

"Invitations have been received here by friends of Trainmaster Walter C. Monroe of the Pacific Electric for his wedding tomorrow at Olmstead, Ky., when he will claim Miss Augusta Lyne as his bride. She is the daughter of Mr. and Mrs. T. N. Lyne and will come from the Bluegrass country to California to make her home. After a honeymoon trip Mr. Monroe and his bride will be at home at 286 Linwood Place, Riverside."

PE

Colored Patient in Hospital: "Boss, how do you-all do youah cookin' in thah?"

Orderly: "Well, Sam, you know we have the latest fandangled methods over here; in fact, we do our cooking by electricity."

Colored Patient in Hospital: "Well, boss, you sho' ought to have given dem beans another shock."—J. of Elec.

AGENTS' ASS'N. MEETING

The regular monthly meeting of the Agents' Association was held on June 12, Chairman Mann calling to order at 8:00 p. m.

Roll call was followed by the reading of the minutes of the previous meeting, which were approved as read.

The Association was favored with the presence of H. C. Hallmark, General Freight Agent of the Southern Pacific Company.

Mr. Hallmark, when called upon by the Chairman, gave a resume of freight conditions in general and of the mutual benefits to be secured by both the Pacific Electric and Southern Pacific by close co-operation of the agents of the Company with the traffic department staff of the Southern Pacific; that by such co-operation much business might be secured for one or the other company, which otherwise might go to competing lines.

Mr. Hallmark directed attention to the strong position the Pacific Electric occupied as a freight gatherer in Southern California and that its agents were in a position to keep thoroughly posted as to prospective business to be secured, both from industrial concerns and from farmers and fruit growers.

The Chairman then introduced Mr. Watson, Assistant General Passenger Agent of the Southern Pacific Company, who briefly called attention to passenger traffic situation and for the need of co-operation, that both companies might secure the benefits due to increased business.

Both speakers' remarks were entertaining and instructive.

Mr. Day again called attention to the necessity of more prompt movements of freight equipment, particularly gondolas.

He submitted figures illustrating the growth of the freight business of the Company since 1905, when the total number of car loads handled for that year was 886, as compared with 108460 car loads in 1919.

Order No. 1, of the Interstate Commerce Commission, covering the routing of cars, was taken up for discussion. The order was issued as a measure to relieve the car congestion in the East, and provides that a carrier may change specified routing and shall endorse same on way-bill and notify shipper. The clause 'subject to delay account labor trouble,' is cancelled.

A communication from General Superintendent Annable relating to Agents' seniority, was read by the Secretary, as follows:
Pacific Electric Railway Agents Association:

The recommendation of the Association at the meeting of May 8th concerning the seniority of agents is acceptable to the management and is adopted as the rule.

That there may be no misunderstanding, the following is quoted:

"A relief Agent" is one subject to call to do relief work at any station on the System.

A man who, working at a station,

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

Passenger Revenues	\$ 873,051.62	
Freight and Switching Revenues.....	298,072.89	
Other Revenues	52,558.96	
Total Railway Operating Income.....	\$1,223,683.47	
Operating Expenses		
Way and Structures:		
Wages	\$ 72,044.19	
Material, Supplies, etc.....	27,898.91	\$ 99,943.10
Equipment:		
Wages	98,350.55	
Material, Supplies, etc.....	78,325.62	176,676.17
Power:		
Wages	23,655.85	
Material, Supplies, Power Purchased, etc.....	124,979.91	148,635.76
Conducting Transportation:		
Wages	338,520.18	
Material, Supplies, etc.....	31,727.98	370,248.16
Traffic:		
Wages	14,357.64	
Advertising and Material, Supplies, etc.	2,685.34	11,672.30
General and Miscellaneous:		
Wages	47,647.11	
Injuries and Damages, Material, Supplies, etc.	44,949.86	92,596.97
Total Railway Operating Expenses:		
Wages as above	594,575.52	
Other charges as above.....	305,195.94	
Transportation for Investment-Credit.....		1,660.51
		896,111.95
Revenue less Operating Expenses.....		
		\$ 325,571.52
Depreciation	19,812.99	
Taxes Assignable to Railway Operations.....	50,006.98	
Total Depreciation and Taxes.....		
		59,819.97
Revenue less Operating Expenses, Dep. and Taxes.....		
		\$ 255,751.55
Non-operating Revenues		2,020.29
Net Revenues		
		\$ 257,771.84
Interest on Bonds and Other Debt.....	\$368,115.46	
Rents and Miscellaneous Income Deductions.....	37,327.39	
Total Deductions		
		\$ 405,442.85
Net Loss		
		\$ 147,671.01
Net Loss		
		\$ 147,671.01
Net Loss for Five Months ended May 31, 1920.....		
		\$ 625,297.87
Net Loss for Five Months ended May 31, 1920.....		
		\$ 625,297.87

H. A. CULLODEN, Auditor.

Los Angeles, California, June 21, 1920.

relieves the agent at that point while on a vacation or leave of absence should not be considered as a relief agent.

Stations that are open and no regular agent bids on same. Relief Agents should then be given notice and their bids accepted.

As regards allowing assistant agents to bid on open stations after agents and relief agents have had their choice, wish to state that there was a regulation adopted at the last meeting to amend the original request, put up to the management as follows:

Cancel last paragraph—reading:
"In case of vacancy occurs and no regular agent shall bid for the place, the oldest assistant agent shall apply for and receive the appointment, pro-

vided he has the necessary qualifications."

And substitute the following:
"In case a vacancy occurs and no regular agent shall bid for the place, the oldest relief agent shall apply for and receive the appointment, and in case no regular relief agent shall bid for the place, the opening shall be bulletined to all station employes who should be entitled to bid, and the oldest man receive the appointment, provided he has the necessary qualifications."

This throws the assistant agents in the same class with other station employes as regards bidding on open stations.

Approximately 75 members of the Association signified their intention

of participating in the trip to Big Bear Lake.

Chairman Mann directed attention to the necessity of each one securing proper transportation to San Bernardino and return; none needed for the stage line.

Chief Dispatcher Miller requested that all agents make proper report to him of cars on blind sidings, as covered by instructions heretofore issued.

Comments as to local conditions were made by several members, after which meeting adjourned at 10:00 p. m.

H. L. LEGRAND,
Secretary.

PE

AGENTS' ASSOCIATION OUT- ING

The Agents' Association has at various times had some very enjoyable outings, but the one great trip of them all was taken on Saturday and Sunday, June 19th and 20th, over "101 Miles on the Rim of the World" in the San Bernardino mountains.

It was on Saturday, June 19th, at 3 p. m., when about 90 persons, representing a goodly number of the members of the Agents' Association and their families, boarded a two-car special train at Main Street Station and started on a journey which turned out to be the best ever. In record time (due to the excellent railroading of the crew in charge of the train, Motorman Scott and Conductors Womack and Elliott, we reached San Bernardino, where transfer was made to the large and comfortable buses of the San Bernardino Mountain Auto Line. At 5:20 p. m. everybody was loaded in the buses, four in all, and we proceeded on our journey with Pinehearst as our goal. The stop at this excellent resort was looked forward to with much enthusiasm in more ways than one, as we knew that we had a nice soft bed awaiting us as well as other good things, such as "dancin', dining and diversions." Promptly on schedule time we arrived at Pinecrest, where Dr. Bayless, proprietor and manager of the resort, had a number of good eats spread for us in the open air amphitheater. After the two hours' ride we were all hungry as bears and willing to eat most anything, which was proven by the fact that certain members of the party even went so far as to eat their paper plates. After dinner was over any everyone had been assigned to his respective place of abode, Mort Stuart announced that the dance was on, and from eight until eleven o'clock every one of the party, from the youngest to the oldest, pitched in to have a good time. When Mort and his Jazz Orchestra gets started it sure is a temptation to "shake the wicked hoof" and it wasn't long until the floor was crowded. During the course of the evening some excellent musical numbers were rendered by members of the orchestra, consisting of a saxophone solo by Mr. Ivan Camick, violin solo by Mr. Roy Emelet and vocal solo by Mr. Mort Stuart, which were enjoyed very much by the members on the side lines.

All lights were out at eleven o'clock,

as the committee announced that reveille would be sounded at six bells in the morning and every one must be in his or her seat ready to leave promptly at six-thirty Sunday morning. A few groans greeted this announcement, but when morning came all hands were on deck ready to leave on schedule time.

Our next stop was at the Pacific Electric Camp, where Mrs. Rixey and her assistants had prepared for us one of the finest breakfasts, ham, etc., anyone would want to eat. "Second helpings" were announced and it was observed that some of the heavy eaters fell in line the second time. No names mentioned, but just ask Chief Dispatcher, he can tell you who they were. While waiting for the breakfast bell to ring, the party made a tour of inspection over the camp grounds. Everything is in A-1 condition and any employe desiring to take a vacation in the mountains can surely never regret the time spent in this ideal spot.

After breakfast we again boarded the buses and started for Little Bear Lake Resort, where a short stop was made to take on gasoline. From Little Bear we proceeded on our journey to Big Bear, via the "Rim of the World Route," passing through Green Valley, Fawn Skin, Moon Camp, Cline-Miller, Camp Eureka, and Knights Camp, en route. Short stops were made at a few of these camps, where we were greeted by the managers and shown through the buildings. Space does not permit giving a description of the many wonderful views and beautiful scenery one can see on the 42 mile drive between Little and Big Bear Lakes. It must be seen to be appreciated. At noon stop was made at Pine Knot Lodge, located on the edge of Big Bear Lake, where we enjoyed a most delightful lunch.

From this point we proceeded to Big Bear Tavern, where we were very courteously shown through this excellent hostelry by Mr. Brush, its owner. The many unique pieces of furniture throughout the building were objects of much interest.

After bidding farewell to the Tavern we started on our homeward journey via the Mill Creek Canyon road—the road of many thrills, especially to a few members of the party. We understand that one of the assistant agents who resides at one of the beach resorts didn't enjoy the trip near as much as he would had it been on level ground. In fact, he alighted from the bus at every one of the switch-backs. A few others in the party merely shut their eyes and hung on.

On the way down one of the most refreshing stops of the whole trip was made at Seven Oaks, where we enjoyed the third and last good meal of the day. Some of the crowd who were not hungry rested their weary bones by stretching out on the beautiful blue grass lawn.

After leaving Seven Oaks record time was made into San Bernardino, the last of the buses arriving there at about 9:20 p. m. Transfer was quickly made to the special train

which Mr. Peachy had waiting for us and we were off on the last lap of our journey, arriving in Los Angeles at 11:30 p. f., a tired and sleepy but happy bunch.

In conclusion, there are a few sidelights in relation to this most enjoyable outing which should not be overlooked. The first and most important one is the fact that this trip was made possible only through the courtesy of the managements of the Pacific Electric Railway and Mountain Auto Line, of which Mr. Max Green is manager. We all know and think a great deal of Max and too much cannot be said in appreciation of the splendid time we had at the expense of his company, which, by the way, amounted to almost one thousand dollars. During the course of our dinner at Seven Oaks, a standing vote of thanks, supplemented with three rousing cheers and a tiger, were tendered Mr. Green for the part he took in making the trip pleasant and enjoyable for every body. A short and snappy response was made by Mr. Green, in which he urged all of us to help boost the "Rim of the World Trip." We are all with you, Max, and you can bet on every one of us sending you all the business we possibly can. To Mr. Green and his stage drivers should also be given a great deal of credit for the successful manner in which the trip was handled. Everything moved along as smoothly and with as much regularity as the operation of our own Pacific Electric cars and not one bit of trouble occurred to mar the pleasure of the trip. Right here it might be added that we were able to keep on schedule time by the punctilious manner in which every member of the party were on the job ready to go promptly at the time set. No time was spent waiting for anyone and no one was left behind, which fact was appreciated very much by the committee in charge.

Speaking of the committee in charge, much praise is due these gentlemen for the way the trip was planned and handled, and believe all those who took the trip will join the writer in extending thanks to Messrs. Paul H. Mann, W. C. Bonser, Chas. H. Jones and Mort Stuart for their time and energy spent in looking after the many little details which come up in connection with making a trip of this kind a success. Many members of the party were heard to remark that they had never been on a trip which moved with so much precision as did this one.

Additional thanks are also extended to Mort Stuart and the members of his Jazz Orchestra. A great deal of credit for the very pleasant evening spent at Pine-Crest is due to the excellent music furnished by the orchestra.

The only head of department who availed himself of the opportunity to take the trip was our old friend Mr. T. J. Day, General Freight Agent. He was very much in evidence all along the route and thoroughly enjoyed the outing. Some secrets were found out concerning the kind of "smokes" he uses, but the writer will never tell. Ask Dad, he knows.

Transportation Department Meetings

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division trainmen was held at the P. E. Club Rooms on June 15, meeting being called to order at 8:15 P. M. with Northern Division Staff and about thirty-five trainmen present.

Requested that the time of the Sierra Vista local car, inbound at Indian Village, be changed so as not to interfere with Pasadena Short Line trains.

Disposition: This will be considered on making up new time table.

Landing at Alpine Tavern is too short for two cars to be loaded at once. Sometimes three cars are loaded at this point and landing should be extended to accommodate three cars.

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

That switch lights on S. P. track between Lone Hill and La Verne have been cut several times lately.

Disposition: This question already taken up with Mr. Whalen and improved.

That in three different cases the switch leading from Main Line at Crestmore into the cement plant yards has been left open.

Disposition: In each case this matter has been taken up with Mr. Cullen for correction.

That on account of so many of the cement company employes riding the Los Angeles train out of Riverside at 6:25 A. M., it is claimed that Los Angeles passengers will not take this train on account of these men being so dirty. Requested that this train either not stop at Crestmore or that the tickets books be restricted so that cement company employes cannot ride the Los Angeles train.

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

Requested that on the Tournament Park lines, meets with cars be made at Los Robles instead of Colorado Street to avoid congestion at that point.

Disposition: Mr. Rodenhouse is now figuring a re-routing plan for these lines.

Requested that the stop at Rosemead be moved 50 yards east of the boulevard, as it would be more beneficial to the passengers than where it is now located.

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

Requested that more attention be paid to the fire extinguishers on our 1200 class cars as many times when they are used it is found they are only about half full.

Disposition: Referred to Mr. F. F. Small.

Requested that the safety stop signs at Sierra Vista be repainted as they are getting very dull.

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

That the overhead sign at Aliso Street firehouse reads "Slow to ten miles per hour" when the rule is five miles.

Disposition: Referred to Mr. Anderson to have same repainted to read "Slow to five miles per hour."

That on 1st Street, Riverside, from Main to Vine St., trees are very much in need of trimming. Also trees between race track and Tippecanoe Street on the Riverside-Redlands Line need trimming.

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

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

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

Recommended that the circuit breakers on San Pedro St. be reversed so that the breaker will be on the Los Angeles Railway side in order to avoid

delay to our three-car trains on account of having to throw off the power on each car for these breakers.

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

Requested that the section men working between Sierra Vista and Covina Junction be more attentive to their use of signal flags. It is often found that the yellow flag will not be over 500 feet from where the men are working; also in many cases they will not have green flag displayed.

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

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

C. H. BELT, Secretary.

PE

The Northern Division, Eastern Lines, trainmen held their regular monthly meeting on June 8th, at Riverside. Chairman D. J. Finley calling the meeting to order at 7:30 P. M. with fifteen men in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

That the same rate apply on the School House stop as on the Gravel Pit, on the Riverside-Redlands line, going in both directions.

Disposition: Mr. Jones has this up with the Traffic Department for adjustment.

That the Mechanical Dept. supply their men with passes when repairing cars out on the line.

Disposition: This has been taken care of.

That telephone booths where train orders are taken should be equipped with lights, especially those at San Bernardino, Riverside, Grand Terrace, Vine, Arlington, Tyler and Redlands.

Disposition: This has been referred to the Electrical Dept. but no action has been taken as yet.

That the brakes on some of the buses make a screeching noise when applied.

Disposition: These brakes have been adjusted.

That the schedule on the Colton-Arrowhead line is very hard to make account of increasing travel, and the running time should be lengthened out five minutes.

Disposition: This matter will be taken care of when the new schedule is made.

That Motorman G. W. Bosley is holding a passenger run and working freight.

Disposition: Motorman Bosley will be put on his regular run as soon as we have another Motorman broken in on the freight.

That trees north of the tower at Bloomington need trimming so that the home board will be more visible; also, for the same reason, trees located at Rialto Avenue and F Street should be trimmed.

Disposition: This matter has been referred to the Electrical Department and they, in turn, will have to take it up with the city authorities to obtain permission to trim same. No action taken as yet.

That the round corners on foot boards, on motors 1556 and 1560, be changed to square corners, the same as on the other class of motors.

Disposition: These changes cannot be made on account of the construction of the motors in question, which are rounded at both ends.

That yard limit signs be placed at Congress, on account of the switching to be done at this point.

Disposition: It is not considered advisable to establish yard limits at points where there is no more work than at Congress Transfer.

That springs on indicator signs, 500-class cars, have too much tension.

Disposition: This matter has been taken care of.

That the last two or three weeks our trains have been delayed from five to fifteen minutes at Colton, due to the switching crews failing to clear tracks.

Disposition: This matter has been

straightened out and much improvement is evident.

That pads of triplex tickets are not folded properly.

Disposition: This matter referred to the Traffic Department without any action being taken.

That the Salt Lake leaves main line switches open at Crestmore, while switching in the yards.

Disposition: This has been taken care of.

That Motormen are using over 5 amp. fuse on the pump.

Disposition: This matter has been corrected.

That the 200-400 and 500-class cars be supplied with Kilfire equipment.

Disposition: This has been considered at the regular safety committee meetings, and it was decided that the expense involved, due to loss, etc., would not justify the installation.

That the switches in Shop Siding yards be changed from rigid to spring account of the numerous split switches.

Disposition: This matter was referred to the M-W Dept. who advise that if the Operating Department will give their consent same will be done.

New Business

By E. B. Severson, that some kind of a seat be provided and placed across from Arlington Station, for the reason that there are a number of passengers who wait at this point for the car and our station is not convenient.

Disposition: Referred to the M-W Department.

By E. B. Severson, that the station at Larchwood be moved one span wire nearer the street, as the present location does not accommodate anyone living on Larchwood Ave., they have to walk down to the station.

Disposition: Referred to Mr. C. H. Jones and Mr. F. E. Peachey.

By M. B. Woods, that a stop be put in at Oakwood Drive, and the present one, located between there and the School House, be put in front of the latter place.

Disposition: Referred to Mr. C. H. Jones and Mr. F. E. Peachey.

By D. E. Downs, that a drinking fountain be installed in the Trainmen's Room, or just outside of it, as the only place to get drinking water now is at the back end of the car barn.

Disposition: Referred to H. E. De Nyse.

By E. J. Roe, that the 14th St. hill, on the Brockton Line, is very slippery on account of pepper leaves.

Disposition: This matter referred to Mr. De Nyse, to have pepper leaves kept off the track, also to J. Gilbert to see that sand boxes are kept filled on 350-class cars.

By M. B. Woods, that cuspidors be put back in 1200-class cars.

Disposition: This matter was discussed, and it was thought best not to recommend same, for the reason that cars could be kept cleaner without them.

By J. Hunckler, that the Salt Lake trains flag across our tracks at La Cadena Junction, the same as they do at Colton and Redlands.

Disposition: Referred to Mr. Bradley.

By A. E. Babcock, that a notice be posted in city cars cautioning passengers to look out for automobiles when getting off cars, as there are a great many occasions when automobiles do not live up to the City Ordinance relative to passing standing cars.

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

The subject of split switches was brought up and discussed by the members present, and the facts were brought out that Motormen were operating their cars too fast near the switches when pulling out of the yard, for the reason that it was very hard to tell whether the switch was lined up properly or not on account of the short curve coming on to the lead track; also, at meeting points Motormen pull up too near the end of the switch point which sometimes bends same.

This matter checked up with the Operating Department.

Also, the matter of flat wheels was taken up and discussed, and it was decided that it was better to make a full

service application when going at a high rate of speed, graduating the air off, than to make two or three applications for the one stop, and that all new Motormen should be instructed along this line.

The matter of hat checking will be the subject under discussion at the next meeting.

There being no further business before the meeting, adjourned at 9:30 P. M. to meet at San Bernardino, Tuesday, July 13th, 1920.

F. E. PEACHEY, Secretary.
PE

SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division trainmen was held on June 15, at the Pacific Electric Club, Chairman Mulligan calling the meeting to order at 8:00 P. M.

Superintendent O. P. Davis, with several members of the Division staff, was present, in addition to twenty trainmen.

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

New Business

By Chairman Mulligan, that the various trailer runs out of Long Beach be scheduled as regular runs and put up for bid.

Mr. Davis stated this question was a good one for general discussion; this had been done during the summer season in the past; but when business fell off and runs were annulled several times during the week, caused considerable dissatisfaction account men losing time.

The old arrangement could be put into effect, if the men so desired, with the understanding that they would lose the time on such days as the run might be cut off account light travel. It might work better now account 30-minute service as against 20-minute service in previous years. It is up to the men to decide.

Disposition: No action taken.

By Mr. Mulligan, that the meetings of the local men at Long Beach be resumed.

The Secretary stated it was up to the local men to hold their meetings if they so desired; the meetings had been properly inaugurated and it was understood they would be held each month. If it was considered essential that he be always in attendance, he would so arrange.

Disposition: It was moved and seconded that meetings be held at Long Beach on the 24th of each month, in the morning one month and in the evening next month; the Secretary at Los Angeles to be present if possible. The motion carried.

By Mr. Mulligan, that the 5:05 P. M. Pomona train is frequently delaying departure of Long Beach trains at 6th and Main Street Terminal; the Pomona train is seldom ready to leave on time; nine minutes delay today, and something should be done so that other trains may leave on time.

Disposition: Mr. Davis stated he would take the matter up and get it straightened out.

By Mr. Murphy, that the deduction slips do not always accompany the pay checks, causing much uncertainty among the men as to how their wages stand.

Disposition: The matter will be taken up to have the trouble corrected.

Attention is called to poor glass in motorman's window on many of the 1000 class cars; glass is full of waves, which distort the appearance of objects seen through it.

Disposition: Mr. Green requested that whenever this trouble is noticed, to make report of same when signing off and the matter would be taken care of as promptly as possible.

Recommended that the main switch at Delta be lined for the Hawthorne instead of San Pedro line, which would save delay.

Discussion brought out the fact that train service was about equal on both lines.

Disposition: Mr. Davis stated that it might save some delay to two freight trains daily, but as passenger service to San Pedro was hourly, it would not be practical to change the line-up at this time.

By Mr. Mulligan, that the location of train register for Santa Ana-Huntington Beach trains now at 4th and Main Sts., Santa Ana, should be changed to the freight depot to save delay, etc.

Discussion brought out the fact that there is very light service on Santa Ana-Huntington Beach line; and also freight house is not always open.

Disposition: Mr. Davis stated that if service is increased to any appreciable extent arrangement would be made to re-locate the train register.

By Mr. Murphy, that apparently a very poor quality of oil is being provided for lanterns; necessary to keep wicks turned up to keep them lighted, and lanterns get smoked up.

Mr. Green stated he had heard similar complaints; did not understand what the trouble could be, as it is same kind have been using for years; and the quality is tested from time to time.

Disposition: Matter will be looked into.

Recommended that a crew be assigned to cut off and tie on cars on viaduct, between 5:00 P. M. and 6:30 or 7:00 P. M.; most runs allow only 5 minutes to change ends and train crews cannot make it.

Mr. McCulley stated there were five crews now doing this work, all that can be worked to advantage.

Disposition: Matter will be watched.

Recommended that an extra car be tied on the 1:15 P. M. Long Beach-San Pedro train out of Long Beach, and also on the 2:35 P. M. train out of San Pedro for Long Beach, Saturdays and Sundays; present service is two-car trains, and usually carry 180 to 200 passengers.

Disposition: Mr. Williams will arrange for adequate service.

By Mr. Oriva, that 800-class equipment be assigned on the 6:44 A. M. train, inbound, Redondo via Gardena line, instead of the small 500-class cars.

Disposition: Mr. Davis stated that question of assigning particular classes of equipment to specified runs or lines was a difficult one; that we have only a certain number of cars and they must be distributed to best advantage generally.

By Mr. Oriva, that a glass case with lock be provided for bulletins, as under present conditions, bulletins are removed before all men have opportunity to read them.

Disposition: This improvement already authorized; will be checked up as to delay in being installed.

Recommended that a different style of ticket be used to that now in use by ship-yard workers; much difficulty now experienced in handling these fares, and Company losing a lot of them.

Disposition: Mr. Patton, of Passenger Traffic Department, stated a new numbered ticket form would be provided to correct some of the difficulty now existing.

Suggested that in order to give trainmen working night runs an opportunity to participate in the meetings, they be held alternate months at 10:00 A. M.

Disposition: The matter will be taken up to ascertain if day meetings will be desirable.

There being no further business before the meeting, adjourned at 9:15 P. M.

G. H. GRACE, Secretary.
PE

SOUTHERN DIVISION MEETING

LONG BEACH

Pursuant to recommendation, Item 128, offered at the trainmen's meeting held at Los Angeles June 15th, a meeting was held at Long Beach on June 24th, the Secretary calling to order at 10 A. M.

Superintendent Davis, Assistant Trainmaster Williams and twenty-one trainmen were present.

On regular motion, Motorman J. L. Stith was elected chairman.

The reading of the minutes of the last meeting, February 13th, was waived.

New Business

Recommended that on outbound trains, Long Beach-San Pedro line, when heavily loaded, that motormen be permitted to get the light circuit

signal lights, conductor to turn them off after passing through light circuit control.

Discussion brought out the fact that there is much short travel and conductors have difficulty in collecting these fares and a slight delay in getting lights frequently means waiting for opposing train to come through the block.

Disposition: Mr. Davis stated that the rule could not be waived without taking up with the management; that he did not consider it safe operation to handle except in accordance with the rule.

Recommended that some steps be taken to have East Seventh Street sprinkled in morning and afternoon to keep down dust, street not being paved entire length and moving cars raise the dust; adjoining residents all very loyal to the Company, but they are beginning to complain and ask for relief.

Disposition: Mr. Davis stated he would take the matter up and see what could be done to remedy.

Suggested that Long Beach be made a closed terminal, account many men with homes there and when nicely located are bumped off run and have to buck the extra list.

Mr. Davis asked if they would agree to Los Angeles being made a closed terminal also; that it was up to the trainmen to express their views.

The question of a closed terminal was up about a year ago, and was voted down.

Disposition: No action taken.

Recommended that some definite understanding be had in regard to the last car on East Seventh Street line waiting for crews coming in from other lines; several cases recently where men signing off a few minutes late have had to walk 12 to 15 blocks to get home.

Disposition: Mr. Williams stated that men should notify Mr. Scofield and car will be held.

Recommended that all trainmen, both conductors and motormen, make it a point to call streets; many strangers always in town, and it will help them to reach their destinations and at the same time give the people a good impression of the Company.

Disposition: The rules require conductors to call the streets.

Recommended that at terminals, trainmen stand at the rear of their cars when passengers are boarding to assist women and children; aside from the service to the public, it looks much more business-like and would create a very favorable impression.

Disposition: Mr. Williams stated that conductors frequently had to get change and tickets, but this was the exception, and as far as possible trainmen should be ready to assist passengers.

Recommended that something be done to save delays to trains on Long Beach-San Pedro line. Schedule allows but ten minutes to go to Gaspar, and if a minute or two late, opposing train gets the lights, and anywhere from ten to fifteen minutes delay results.

Discussion brought out the fact that special trains are not paying attention to regular trains' scheduled time at stations, and come through the block whenever they can get the light circuit.

Disposition: Mr. Davis stated he thought improvement could be made through bulletin, and he would issue one to cover the situation.

Recommended that the meeting dates for local men be changed to the third Thursday in each month, instead of the 24th of the month, alternating at 10 A. M. and 8 P. M.

Disposition: The recommendation was adopted.

Several of the men spoke in appreciation of Mr. Williams and of the friendly feeling existing among the men; that there was a manifest desire to co-operate with the officials and with each other.

Mr. Davis stated that he was glad to hear expressions of this kind and he wanted the boys to feel that he had a personal interest in each one of them and all should feel at home and work with him as well as with each other.

There being no further business be-

fore the meeting, adjourned at 11:30 A. M.

G. H. GRACE, Secretary.

PE

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held on June 15 in the Committee Room, Pacific Electric Club, Chairman Speake calling the meeting to order at 8:15 P. M.

The attendance numbered approximately thirty trainmen, in addition to Assistant Superintendent Wilson and other members of Superintendent White's staff.

On motion, the reading of the minutes of the previous meeting was waived.

Unfinished Business

That a pamphlet be issued similar to that issued by the Los Angeles Railway Company, showing routing of cars.

Disposition: This matter having been referred to the Passenger Department, a letter from Mr. O. A. Smith to Mr. White was read by the Secretary, in which it was stated that the Passenger Department is now working on a little book giving the names of stops, together with points of interest on the different lines. It was not thought there was any necessity for a pamphlet giving the routes of our Los Angeles local cars.

That changes in time-tables be advertised in newspapers for the benefit of the public.

Disposition: This matter having been referred to the Passenger Department, a letter from Mr. O. A. Smith to Mr. White was read by the Secretary, stating that it had been the experience of the Passenger Department that the advertising of time-tables in newspapers in Los Angeles did not produce results commensurate with the cost, and that such advertising is very expensive. It was thought, however, that this might work to advantage in outside papers, and it is the intention to advertise in such outside papers from time to time.

New Business

The first new business to come up before the meeting was the election of a Chairman, the term of the present incumbent having expired at this meeting.

On motion by Mr. Edmonds, seconded by Mr. Jenks, Mr. B. C. Chase was unanimously elected to fill the chair for the ensuing three months. Mr. Chase took the floor amid applause and stated that he would endeavor to carry out the duties of chairman to the best of his ability.

By Mr. Croteau, that the last supply of witness cards for use in securing names of witnesses to accidents, etc., were very poorly printed and not cut properly; also, that conductors were not supplied with sufficient numbers of these cards.

Disposition: Referred to the Stationery Department for attention.

By Mr. Converse, that the present system of hat checks, whereon towns are designated by numbers, is very confusing to conductors.

Disposition: Mr. Cony, of the Passenger Department, explained that the form of hat check now in use is only temporary, and that a new form of hat check is now being made up which will have the names of towns instead of numbers printed thereon.

By Mr. Vaughn, that car No. 511, which recently came from the repair shops, was not supplied with curtains to protect the motorman's vision.

Disposition: Mr. Todd, of the Mechanical Department, stated that failure to equip this car with curtains was due to the fact that there were none in stock at that time.

By Mr. Jenks, that a number of "Safety Stop" signs at different points that were originally painted red have faded out and are now yellow in color, which is very confusing, particularly to new men in the service.

Disposition: Referred to Mr. S. H. Anderson for attention.

Mr. Day, General Freight Agent, made a short address, in which he requested men in the freight service to

do all in their power to keep freight equipment rolling, stating that the Freight Department was trying to make up for what the Passenger Department was losing, and that this could only be done with the co-operation of men in freight service.

By Mr. Converse, that while he understood Trainmen's meetings were for the purpose of presenting recommendations and suggestions for the betterment of the service, he wished to offer a vote of thanks to the Company for their generosity in allowing him a vacation and furnishing free transportation for himself and wife, enabling them to spend a pleasant vacation in the East.

Mr. Edmonds commented on the poor attendance at the meeting, stating that we have some 600 trainmen on the Western Division, approximately 400 of whom worked during the day and were therefore able to attend trainmen's meetings. He offered the suggestion, which was approved by Mr. Speake, that every one present endeavor to bring one or more trainmen with him to the next regular meeting who were not present at this meeting.

By Mr. King, that we have practically only thirty-minute service between Crescent and Gardner Jct. during the greater part of the day. Suggestion made that instructions be issued that all cars dead-heading between Sherman and Gardner Jct. are to pick up passengers between those points.

Disposition: Mr. Wilson said he thought this suggestion a very good one; that he would call Mr. White's attention to it and thought that the matter would be acted upon.

Ex-Chairman Bert Shangle made an eloquent plea that trainmen get together and try to accomplish something at the meetings, saying, in part, that when the meetings were first organized, Mr. Titcomb made an address in which he said that they were for the trainmen, and that he wanted us to get together and talk over our difficulties and grievances, but that of late the matters under discussion were more in the nature of Company business and less of a personal nature, which he believed was responsible for the lack of interest in Trainmen's meetings and consequent falling off in attendance.

Mr. Blakely then offered a resolution that we place "Suggestion Boxes" at various points on the Division, and that trainmen who have any suggestions to make write same out and drop them in the nearest box, to be collected and read at the next Trainmen's meeting. It was thought that by this method a great many interesting and helpful suggestions would be brought out that otherwise would not come up before the meetings, inasmuch as many of the men felt that they were not gifted as orators and therefore hesitated to get up and talk at the meetings.

This resolution was enthusiastically approved and Chairman Speake appointed a committee consisting of Messrs. Clayton, Brown and Leete to carry this matter to a conclusion.

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

J. M. WATSON, Secretary.

PE

"P. E. COMPANY B"

Which means that we are to be represented in the new National Guard Regiment now being formed in Los Angeles, by a solid P. E. Company, to be known as Co. "B."

Upon learning that the city and county employes, and in the city were organizing their own solid units it was decided to undertake the organization of a company from among our own big family.

Work of organization started a few days ago under the direction of H. W. Edmonds, Western Div., late major 362nd Infantry, who has requested that we give the movement publicity

thru the Magazine. Major Edmonds says:

"It is the intention of the organization committee to recruit the company by platoons of thirty men each, one from the trainmen (10 men from each Division) one from the mechanical, Electrical, General Storekeepers and Terminal Freight Agents force, making the maximum strength of 90 men—platoons to be designated the 1st, 2nd and 3rd in the order in which their organization is completed, and at the present time the trainmen's platoon bids fair to land first place.

Enlistments are for one or three years. Men from 18 to 45 are eligible, young men of 18 do not require the consent of parents. Vacancies in all grades of non-commissioned officers will be filled from among the men best fitted for the position by reason of experience and qualifications. Where all things are equal the man who assists with the work of organization will be given the preference.

When the Company meets the requirements of the Federal Government, each man will receive one day's pay for each drill period of one and one-half hour, not to exceed five drills in one calendar month, as paid the regular army soldier of the same rank; however, in order to qualify for pay a man must attend at least sixty per cent of the drills per month, and at the present it is contemplated to hold drills four nights per month at the armory, which has been recently refitted with an excellent club room, ballroom, banquet hall, gymnasium, parlor, and shower baths.

In addition to the military balls, entertainments, boxing, shows, base, foot and basket ball teams, and other social features, there will be rifle and pistol practice on the state ranges; field exercises and manoeuvres for two weeks each year all of which should appeal to the man, young and middle-aged, who is fond of out-door exercise and sports.

This should prove of decided interest to parents as it offers a convenient means of keeping your son in excellent physical condition, while at the same time he is associated with the same young men with whom he comes in daily contact in the office or shop, he obtains military training along with his work and schooling without the expense (unnecessary in this case) of sending him to a military school, now so popular thruout the country.

Furthermore, it insures that your son will be trained in the use of the rifle, to recognize cover and how to take advantage of it, the study of terrain, and many other subjects so important to the man in the field in active operations—as well as in the proper manner of caring for his health in the field.

We all hope there will never be another war—but we have no assurance there will not be one and should it ever be necessary to take up arms against an enemy your son will go if of a military age and he not being a slacker, would in all probability enlist in an organization then on its way to the front anxious to get into the fight unprepared, but he doesn't

think of that. No time left in which to give him an equal amount of training as that of his comrades—what is the result? He hasn't a chance with the trained man he must face.

Guard against this and encourage your son to enlist in Co "B" that he will at least have an equal chance with his opponent if it should ever be necessary that he take up arms.

To the ex-service man it offers a means of keeping in training and preparing for a commission in the next—should it come.

Anyone desiring further information should get in touch with H. W. Edmonds, 227 P. E. Bldg.; F. W. Nichols, Northern Div.; Charles W. Jessup, 631 P. E. Bldg.; C. A. Wakefield, Store Dept., Torrance; L. R. Spafford, 209 P. E. Bldg.; H. G. Cockran, Gardner Jct., and H. S. Blakeley, Sherman. Each of the above named gentlemen is prepared to take your signature as an indication of your intention to join.

PE

TIME INSPECTION

A Careful Man and An Accurate Watch and Why a Wreck Twenty-Five Years Ago Led to Present Inspection System By Which Time exactitude on the Country's Railways Is Assured at All Times

By S. A. Pope,
Asst. General Time Inspector

Over a quarter of a century ago there was a bad railroad wreck near Cleveland, Ohio. The fast mail, known as No. 4, was going east, and accommodation train was coming west. The two trains came together head-on at a small station where the accommodation train was supposed to have taken the siding.

The engineers of both trains were killed and the dead bodies of nine clerks were taken from the kindling wood and broken iron of the postal cars.

Following the official inquiry, the case went into the Federal Courts at Toledo. The conductor of the accommodation train admitted he had not taken his watch out of his pocket from the time he had been ordered to take the siding until the accident occurred. He said he supposed the engineer would look out for that. But experts testified that the engineer's watch must have stopped four minutes and then began to run again a little matter of life and death that he never found out. The fast mail was on time to the dot, the other train four minutes later than the engineer's watch showed.

The disaster proved two things: that the watch of one engineer was inaccurate and that the conductor of the accommodation train was negligent. Therefore "a careful man and an accurate watch" became a recognized fundamental principle in safe railroading.

To Mr. Webb C. Ball of Cleveland belongs the honor and distinction of having conceived and perfected the system of clock and watch inspection which nearly all the great railroad systems of the country have accepted as their standard. His offices stretch

across the continent and his assistants are on the road continually seeing to it that the watches of thousands of engineers and conductors are so nearly exact month in and month out that accidents due to the element of time are theoretically impossible.

On the Pacific Electric Railway there are approximately 2000 employes whose watches come under Time Service requirements. Local Watch Inspectors are located at all principal points, 26 in all, these inspectors being appointed by the General Time Inspector, after investigation has proved them competent to be entrusted with the work of inspecting and repairing railroad watches. To these watch inspectors 2000 employes report on an average of 24 times a year, a total of 48,000 comparisons in that time. The rules require that they must visit an authorized watch inspector twice each month, and any variation from correct standard time is noted on a card certificate which the employe carries in his pocket at all times. Watches used in the service of the Pacific Electric Railway are permitted a maximum variation of 30 seconds per week. If a watch varies in excess of that it is an indication that it needs adjusting or that there is some mechanical trouble and the watch inspector makes the necessary correction. As an indication that he has visited the watch inspector the employe signs what is known as a "comparison sheet," and in addition to name and occupation, the seconds fast or seconds slow are shown. This comparison sheet is mailed to division superintendent's office and there checked to see that all employes have complied with the rules.

Before starting a run, motormen and conductors compare watches with a Standard clock—there are 20 of these clocks on the Pacific Electric Lines and the maximum variation allowed is 10 seconds. A daily rate card is kept on each clock, and as the time is received at noon each day over the wire in the Dispatcher's office each standard clock station is advised the correct time and the variation, if any, is recorded by those assigned to the care of these clocks.

The conductor also compares the time shown by his watch with that of the motorman before commencing a run and by these means every possible precaution is taken to insure against errors in time.

Have you ever noticed what pride the average watch owner displays in the fact that his watch has run five or possibly ten years without any expense for repairs? He has no reason to be proud of the apparent achievement of his watch. When it finally ceases to tick and he is obliged to visit the local jeweler he is astounded to learn that the bill for repairs will be a large one for he is told his watch has been very unfairly treated. The watchmaker reports that the pivots are cut, cap jewels pitted, etc., and it will take considerable time and material to put the watch in proper order again. Mr. Watch Owner either absorbs a great deal of useful information on the future

care of his watch, or, as is often the case, he classifies the watchmaker as a "porch climber," pirate, etc., and feels that he has been unjustly dealt with. If the repair man properly informs him he will learn that the balance wheel of his watch vibrates one hundred and fifty-seven million times each year and that the rim of this wheel travels the equivalent distance from San Francisco to New York and back in that time, and in a year his watch has run 9,000 hours. If he profits by his talk with the watchmaker he will follow the suggestion that in future his watch should be cleaned and oiled every twelve months.

Nothing is left to chance or the whim of the owner of a railroad watch who comes under the time service rules. He is instructed that his watch should be cleaned every year, and under no circumstances must it be carried in service without cleaning a longer period than 18 months. Each of the 2000 watches subject to inspection on the Pacific Electric Railway are recorded and the dates they were last cleaned. When the allotted eighteen months have expired the matter of watch cleaning is made the subject of a letter from the superintendent to the employe, thus insuring against the possibility of oversight. A watch permitted to run indefinitely without mechanical attention would be a hazard in the operation of trains and therefore every precaution is taken to make watches in railroad service safety appliances in every particular.

Take a personal pride in the watch you carry; by so doing you display your interest in maintaining the efficiency of the Pacific Electric Railway; you are promoting safety and contributing toward the proper support of one of the greatest safety appliances in connection with the operation of trains.

PE

NOTICE

Someone to write a Company yell for our own Company "B." The following is offered as a suggestion:

"Who are we? Who are we?"

P. E. Com-pan-nee "B."

Try your hand. Mail your ideas of what a good jazzy yell should be to "Company 'B,'" Room 227, P. E. Bldg.

PE

Soft hearts sometimes harden; but soft heads never change. — The "Lightning" Line.

PE

A newspaper announced the death of William R. Jones, who, it turned out, was not dead. Next day the paper printed the following note: "Yesterday we were the first newspaper to publish the death of William R. Jones. Today we are the first to deny the report. The Morning Star is always in the lead."

PE

"Oh!" exclaimed the suffragette, fervently, "if the Lord had only made me a man!"

"Perhaps he did, dear," said the widow, soothingly, "but you just haven't found him yet."

PRAYERS OF THE FAITHFUL

Conductors Petition

Oh, Allah! Long have we been faithful servitors of thine, and now do we come to thee to make the following supplications:

Grant us this day that we may report on time; that our uniform may be neat and that we present a good appearance, and register all fares correctly so that in due time when our envelopes reach Miss Templeton that we may not be called on to make an explanation. May it please thee to favor us with a goodly number of pleasant passengers, but should there be such a thing as grouches come among us, give us strength to be courteous and gentlemanly, ever remembering that politeness is a virtue which when exercised brings its compensation in the remembrance of a good deed well done and is a stronger protection than sarcastic comment; nor may we be prone to argue but rather to explain. Grant also that we may be wholly free from accidents this day and all days to come so that our Claim Department may have a day's rest, and our Treasurer an opportunity to accumulate some few funds. And when our day's work is done, Allah, may we return home with the satisfaction of having given a day's honest effort for a day's wages, so that we may continue to be a credit to our Company and be able to have a good night's rest with our conscience.

One thing further we do beseech at thy hands, oh blessed Allah—When we have completed our life's task, grant that we may go to a haven of rest where all the railroads are operated by electricity; where the trains all run one way; and where there are neither cash fares to collect nor triplexes to punch, and where there are neither jitney busses nor grade crossings. Amen.

PE

If you fall overboard, make a point of doing it in the presence of a fluent talker. The following story will explain a piece of advice that may seem somewhat obscure:

Among the passengers on a ship was a man who stuttered badly. One day he hurried up to the captain and started: "Th-th-the—"

"I'm very busy, now," interrupted the captain. "Tell the mate here."

But the mate was also busy, and the stutterer tried everyone else in sight without success. Finally he came back to the captain.

"Look here, man, sing it! That's the only way," urged the officer.

Whereat the man chanted in a tragic voice:

"Should auld acquaintance be forgot and never brought to mind? The blooming cook fell overboard and is twenty miles behind."—J. of Elec.

PE

Lady—"Here, my poor fellow, is a quarter for you. It must be awful to be lame; but I think its worse to be blind."

Expert—"You bet it is, mum. When I was blind they was always handin' me counterfeit money."

FREIGHT CAR BUILT OF CONCRETE

In the matter of material used in design and the details of construction, the concrete freight car now being built in the East presents several interesting features. The basic feature of the design is steel skeleton body forming the outer boundary of the car, and mounted upon a steel underframe. The concrete walls and floors are contained within this frame and, together with the frame and floor reinforcement, are connected to, and interlaced with, the underframe. The steel frame forms the finishing and protecting edges, thus entirely shieling the concrete and also serving as a complete system of stress-bearing members.

In the construction of the test car, the "cement gun" was used. The forms were placed on the outside of the car, and the cement was shot against them from within. The outside of the car, that is, the surface against the forms was given a smooth finish, but the interior was left much as it come from the gun.

Tests of the completed car, both empty and loaded, demonstrated its practicability for rough service. In the test without load it withstood extremely rough handling in switching and came through without injury. Subsequently, the car was loaded with fifty-five tons (10 per cent overload) of sand and turned over to a switching crew for service handling. It withstood this test also without injury. Other merits are claimed for the concrete car. It will not need painting and will practically eliminate maintenance charges. Its life will be much longer than that of the wooden car. It will have the important advantage, also, of being unaffected by its cargo, and will consequently be better adapted to carry various materials in bulk.

PE

QUESTIONS ASKED

A small boy of the Jewish persuasion who was playing at the end of the pier fell into the sea and was only rescued after great difficulty by an intrepid swimmer, who dived off the end of the pier and succeeded in getting the boy into a rowboat.

Half an hour afterward, much exhausted by his effort, the rescuer was walking off the pier when a man came up and tapped him on the shoulder.

"Are you the man who saved my son Ikey's life?"

"Yes," answered the much-exhausted hero.

"Then," said the Hebrew in indignant tones, "were's his cap?"—Tit-Bits.

PE

"Well I've got my winter supply of coal in, anyhow."

"Is it paid for?"

"Say, why do you always insist on bringing up something disagreeable when a fellow is trying to be optimistic?"

PE

They used to talk of fellows as "full of dry humor." Nowadays everybody's humor must be dry.

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Res. Phone, West 4907

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Expert Repairing on All Makes
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Just East of Western Avenue

FIRST THINGS IN AMERICA

Pins were first made here in 1832. The first daily was the Penny Packet, 1781.

The first bible was printed in Germantown, by Dr. Saur, in 1743.

The first lightning rods were put up in 1752.

The first public lighting by electricity was in 1878.

The first theater was built in Williamsburg, Va., 1752.

The first sleeping car was seen in 1858, and the first vestibule train in 1886.

The first ferry, operated by steam, was between New York and Brooklyn, 1824.

The first printing press was put up at Cambridge, Mass., by Stephen Daye, in 1639.

Until 1772 umbrellas were unknown in North America. In this year they were imported from India.

The first apartment-house in America was erected in 1869 at 142 East Eighteenth street, New York.

The first telescope used in this country for astronomical purposes was set up at Yale College in 1830.

The first Thanksgiving was celebrated in the autumn of 1621. The second was in July, 1623.

The first fire company, called the "Union," a volunteer company, was established at Philadelphia, 1736. The fire engine was sent from England.

The first stove was invented and made by Benjamin Franklin in 1741.

The first glass for windows was used in Virginia, 1615. Massachusetts was the next State where it was introduced, twenty-four years later.

PE

The insurance man was putting questions to a former cowboy, as he wrote out his application.

"Every had any accidents?"

"No," was the reply.

"Never had any accident in your life?"

"Nope. A rattler bit me once, though."

"Well, don't you call that an accident?"

"Hell, no. He bit me on purpose."

THE
**RAILROAD
LUNCH ROOM**

119 East Sixth St.

**"Try Our Special
30c Lunch"**

Proprietors

"Joe" and "Edith" Shouler

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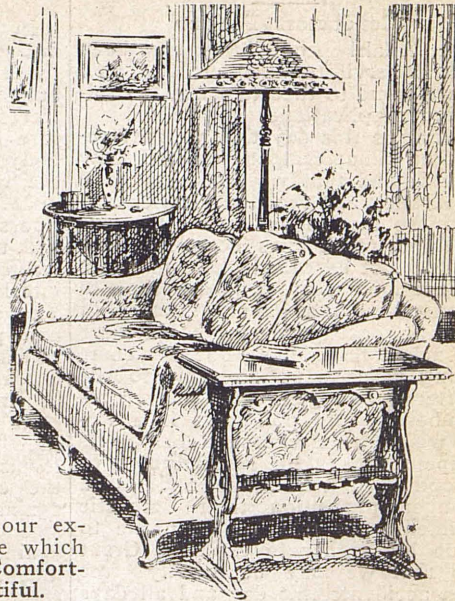
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