



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

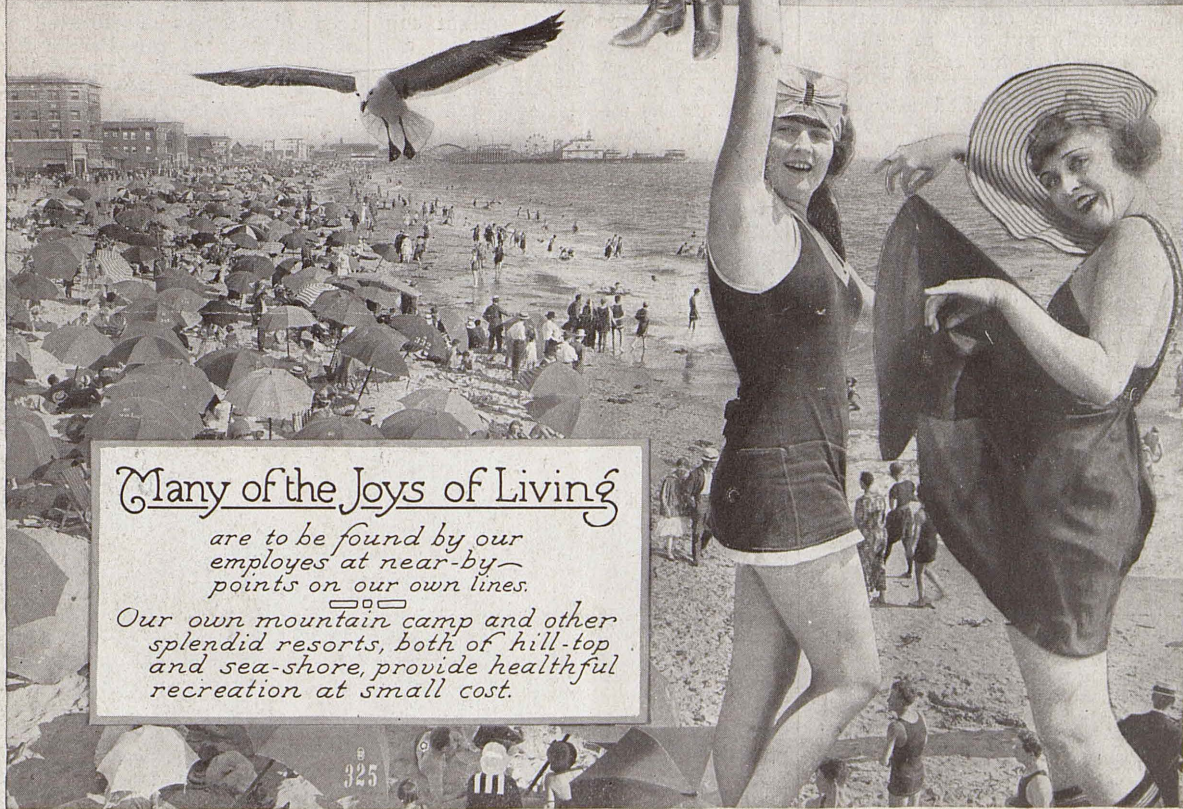
Vol. 5

LOS ANGELES, CAL. JUNE 10, 1920

No. 1



Scenes near
Pacific Electric
Employes'
Vacation Camp
in the
San Bernardino
Mountains



Many of the Joys of Living

*are to be found by our
employes at near-by-
points on our own lines.*

*Our own mountain camp and other
splendid resorts, both of hill-top
and sea-shore, provide healthful
recreation at small cost.*



OUR DISPATCHING SYSTEM

By H. E. MILLER, Chief Dispatcher

The Dispatchers' office is one of the most important departments connected with a railroad, and it is one department that could not be dispensed with. The Passenger Department, Freight Department, Car Service Department, Claim Department—in fact, nearly every department, would be badly handicapped and practically put out of commission were it not for the assistance of the dispatchers.

Dispatching is handled altogether differently on the Pacific Electric than it is on a steam road. The steam road has to have an operator at all stations to take train orders, while we give orders direct to the conductor; and, personally, I would rather give them to a conductor than to any operator; think it is safer because you talk to the man who is going to execute the orders, and a conductor has a much better understanding of an order given in the English language that everybody understands than if given in a deaf and dumb language that nobody understands but a dispatcher one hundred miles away and a sleepy night operator as a go-between.

Three Pacific Electric dispatchers in 24 hours, in shifts or tricks of 8 hours each, handle from 400 to 450 passenger trains, 15 to 20 freight trains, and a number of specials, which are ordered by the passenger department.

On a steam road three dispatchers in same length of time would handle about 17 passenger trains, 16 freight and 18 or 20 helper engines. The steam road man keeps train number, the names of the conductor and engineer and the time they sign on, together with the arrival and depart-

ure at stations and time they sign off; he handles, possibly, 50 men and watches the time, so that they do not work over 16 hours, and no doubt he is a busy man.

But a Pacific Electric Dispatcher would handle from 200 to 250 conductors and motormen of the passenger men and 75 or 100 freight conductors, motormen, brakemen and these men, sign them on and off, keep the time of arrival and departure of trains at stations, and must watch the time of each and everyone of them so that they do not work over 16 hours out of 24, as it is

against the law to work trainmen over 16 hours.

A Dispatcher has a large sheet of paper in front of him called a train sheet and not unlike a train sheet of a steam road but much larger. On this train sheet, 21 by 36 inches in size, he keeps the record as stated above. Each train sheet is used in succession by the three dispatchers and covers a period of 24 hours, and on it is entered also a record of all car failures, accidents, wrecks, etc.

No doubt many employes who converse with dispatchers think they are cranks, and as a rule they do become somewhat "hard-boiled," as the saying goes, but all concerned should understand that he is a busy man, particularly in the morning from 5.30 to 10 o'clock and from 3.30 P. M. on any normal day. Even with no outside troubles, he is a mighty busy man; and when trains get late, specially on single track, it keeps him jumping getting them on time again.

And then when he is doing his utmost to straighten out delayed trains, he sometimes has an accident to take care of, and it may be a bad one. That will take him right away from his other work, and before he gets that cleared up he will have a trolley break on another line; and yet no matter how fast they come or how many may be injured, he handles it all, and with the least possible delay. Therefore, when you call in and he seems a little cranky or cross because you have rung in his ear, you can understand why.

There are 17 trick dispatchers and one chief dispatcher on the 1095 miles of railroad. The chief and 13 trick dispatchers are located on the second floor of the Pacific Electric Station at 6th and Main, 3 dispatchers at San Bernardino and 1 at Echo Mountain; there are also extra or relief dispatchers on the various divisions.

The regular dispatchers on the



ROADWAY MILEAGE.

Divisions.	Roadway	4-Track		3-Track.		Double	Single
		Track.	Track.	Track.	Track.	Track.	Track.
Northern Division	242.289	5.366	.460	79.333	197.941		
Southern Division	217.657	6.041		113.410	98.493		
Western Division	154.971	—	.460	90.724	64.324		
Totals	614.917	11.407	.460	283.467	320.758		

Northern Division are H. E. Blythe, L. Pulliam, A. H. Logue, A. M. Fisher and W. D. Pinkston. They handle all lines north of 6th street, Los Angeles. J. McNeal, dispatcher at Echo Mountain, handles trains on Mt. Lowe from Hygiea to Alpine Tavern, slightly over four miles of track, but no doubt the crookedest 4 miles in the world.

L. M. Hatch, W. G. Bodkin and J. J. Cadd are dispatchers at San Bernardino, who handle the line from San Bernardino to Corona, to Arrowhead, to Highland and Patton, to Redlands and Redlands local lines; also San Bernardino local lines. While it would seem that this is a small territory for a dispatcher to handle, the three dispatchers on these lines give as many train orders and are just as busy and important as any three dispatchers on the system.

The regular dispatchers on the Western Division are F. J. Ford, J. E. Steward and J. D. Osborn. They handle all interurban lines out of Hill Street Station, as well as Hollywood, Gardner Junction and West 16th Street lines, besides Glendale, Edendale and the Air Line trains out of 6th and Main Street Station.

The regular Southern Division dispatchers are T. C. Holyoke, E. G. Paul, S. C. Perry, L. H. Covell and C. B. Smith. They handle all lines south of 6th and Main Street Station, except the Air Line, which, as stated above, is handled by the Western Division.

The relief dispatchers are P. E. Page and C. H. Schack.

The Company has 663 passenger cars, 2600 carded trains (that is, trains shown on the time table, not counting the local service at outside points). The mileage made by the passenger cars in one day averages 72,000 miles, or 2¾ times around the world.

We have 38 freight motors, 15 of the large freight motors and 23 of the smaller type, which we use in yard and work train service.

Dispatchers are unjustly criticised because they will not give up their dispatching lines to agents, mechanical, or other department employes to converse over. There are many reasons why dispatchers wires should not be used for general service. One reason is they cause him to miss his train calls. Sometimes he cannot give them up because he is expecting a call; other times the line you want to talk over is being used by some one else. But with all the trouble you have to contend with is nothing compared with a dispatcher's troubles; and besides, we kept track of the calls over the Pacific Electric exchange for outside

points and from outside points for the exchange, and it amounted to 76 calls in 8 hours on one dispatcher. Now we have five dispatchers working on the same shift, and if they each got the same number of calls it would amount to 350 calls in 8 hours.

There are many conversations held over the dispatchers' lines that could be handled by mail, and some of them are held too long. That is the reason the dispatcher objects to give the use of his line, and some times when a trainman happens to come in on the line they are conversing over they are told to get off the line, which is all wrong and should not be done, and no matter how important your conversation may be the trainman should have the line to report his train in or out, as the case may be, as that is what the lines are for—to dispatch trains over, and if others are permitted to use the lines they should respect the calls of the trainmen when they attempt to call the dispatcher; also keep off the line when a dispatcher is trying to give orders to trainmen. Even though you do not talk on the line it makes it much harder to hear over the line when someone has a receiver down.

Now, in conclusion, I would say that I think telephone dispatching is much safer and much quicker than the telegraph dispatching. Our dispatchers are made from trainmen who understand the line, where every siding, every hill is located, and I think they have a better understanding of the line when they are taken from the ranks than a Boomer telegraph dispatcher who hires out and takes charge of a job dispatching on

a line he has never worked on and maybe never been over more than once. These things are done right along on steam roads. I have known dispatchers to take a trick dispatching and never having ridden over the line before they had taken the job.

On February 22d yours truly was appointed Chief Dispatcher of all lines on the Pacific Electric. We have had the three dispatching offices consolidated and all the dispatchers which are located at 6th and Main Station are all in one large office, and we now have the finest, lightest offices I have ever seen, with plenty of air. We have the latest up-to-date switch boards that can be made, and they are kept up in the finest shape.

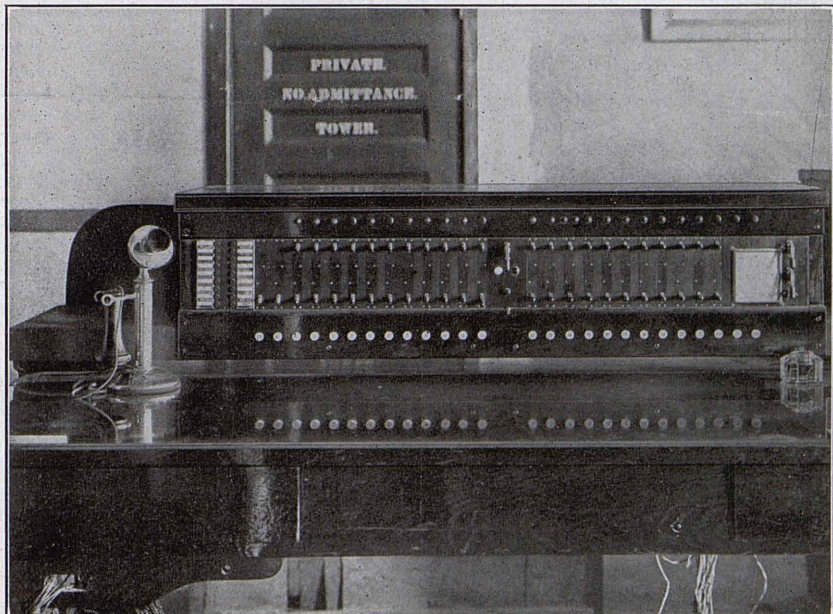
— PE —

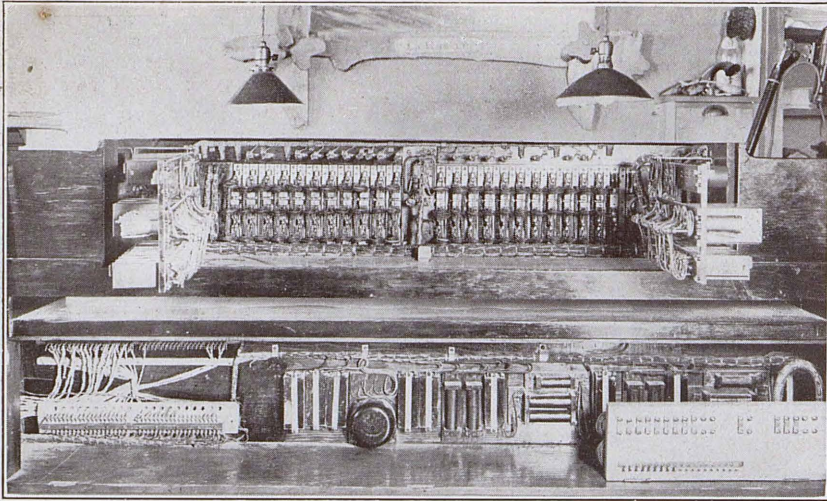
DISPATCHING SWITCHBOARDS

By C. G. Gonzalez

Following is a description of the train-dispatching switchboards used on the Pacific Electric Railway Company system, all of which have been specially designed and built by the telephone division of the Electrical Department to meet the exacting requirements of the service.

The switchboards are built along the lines of a large table, being 34 inches wide by 60 in length. Suspended from the top of each table is the turret or switching cabinet, which is constructed and equipped for 24 lines or units. Each unit has a line key, line relay, lamp relay, and other necessary devices for taking care of its particular functions. Some of the functions are special as well as standard. Each key has 18 or more springs, which, upon being operated, make the various combinations of contacts to perform their several duties. There are two levers to each key; the first lever being made for ringing, and the second is the listening key, which has a double action, up or down, which connects to the upper and lower bus respectively. All levers are made of hard





rubber and provided thorough insulation from all connections, which is essential from a safety standpoint in order to furnish protection from electrical shocks.

In connection with these keys or units, the line relay is directly connected to the inside contact springs of ringing key, and the line is connected to the main springs of same key, and ringing current is on outside spring of ringing key. The inside contact springs are also connected to the listening side of lower key, which necessitates quite a network of wiring.

Upon the line relay being energized by some trainman at a telephone along the line using the magneto, thus closing a contact, which in turn acts upon the lamp relay, it also having an armature with a contact which is energized by the action of the magneto through a complicated series of wiring, including a 30-volt storage battery, through a miniature telephone lamp, which in turn lights and displays a visual signal. In connection with the line and lamp relay, there is also a code relay which gives an audible signal. This is a special circuit which operates on two different potentials; i. e., 4 volts and 30 volts, which, upon the first impulse of the line relay becomes a divided circuit, and each function responds to its features.

After the visual signal is displayed in front of the dispatcher, he throws the lever either up or down, and answers in usual manner, or, if he wants to connect any unit, he simply throws the two respective key levers up or down, as he may see fit.

At night when calls are limited and far between, he has what we call night-alarm. When a call comes in and lamp lights, the night alarm relay responds and rings a bell or buzzer continuously until dispatcher answers call, thus breaking the circuit and clearing same to normal again.

The clearing signal acts when dispatcher has two lines connected together, then, if somebody rings in while lines are still connected, whether connected to upper or lower

bus, a relay responds, and closes contact on two other relays, which in turn starts a flashing signal, which is his signal to disconnect to normal, or answer the call, as the case may be.

The trunk signaling is done much the same way, only it works between boards. Each board or dispatcher has a set of buttons, mounted on the turret on left end, for signaling the several other dispatchers, and the signal is displayed on the unit assigned to, or trunk line, on board of dispatcher being called. He also has other buttons for calling in spectators, station masters or surface track, using relays with a local circuit ringing a large direct current bell or gong.

A special switchboard is now being constructed for use of the Chief Dispatcher, which will contain a number of distinctive features. Unlike the dispatcher's board, the Chief Dispatcher's board will be a flat-top table, with the equipment assembled on top of table instead of on a turret.

He will have at his command several lines from Eastern Division, trunk signaling buttons, other calling buttons, also he will have access to each exchange station which goes to the other dispatchers, so, if being called from outside points, he can cut in on each respective key, and dispatcher can disconnect and answer other calls.

He will also have order wire keys, so that he can select any dispatcher he wants by simply pressing a button corresponding to dispatcher, and talk to him at will, without dispatcher making a move or connection of any kind.

HOLDUP MAN CAUGHT

On the night of May 17th a bold holdup man entered the car at the end of the Redondo Line at Clifton and held up Conductors R. C. Knapp and H. A. Butterworth, taking their watches and some cash, at the point of a gun, and making his escape.

Later the same night he was apprehended by Redondo Beach police and the stolen property recovered.

The holdup man has confessed and

says he is ready to take his medicine.

PE

HUMAN SIGN-POSTS

The San Bernardino Index of May 28 publishes the following, and Mr. Index Editor, we thank you for your views, but nevertheless and notwithstanding we shall continue to cultivate the arts and sciences and delve into literature of both high and low brow variety, in order if possible, to meet the demands of our patrons, whether patient or otherwise.

"If you are a street car conductor you are prima facie a sign post, an animate cyclopaedia and an information bureau.

"And if we don't answer their questions promptly they get sore," said one of these conductor-sign post-cyclopaedia-information bureaus.

"Then the conductor on the Colton line told of how a woman passenger had asked him where she could find a certain house in this city. She was considerate enough to give him the number.

"The conductor was not able to answer, right off the bat, whether the washerwomen of the city were accorded the right of collective bargaining, or to repeat without referring to notes the code of Hammuramba; but he did get by with the question, impatiently put by a fussy little woman, as to whether Abyssinia was a self-determined government in the days of the Hpkosos.

"Theoretically, street car men qualify when they have learned interlocking systems, compressed air mysteries and semaphore riddles. Practically, they must keep up on birth records in all the towns touched by their lines, have a working acquaintance with the people in the territory served, know the best remedies for boll weevil and explain satisfactorily why Tamerlane's parents didn't give him a first name that would stick in history.

"Wherefore, one is forced to the conclusion that the public is one big, impatient, exacting questionnaire."

PE

CHANGE OF SERVICE.

On May 31st service on the Seaside Park Line was discontinued on account of this line being taken up because of the construction of flood control channel. Cars on the Willowville Line now operate through over Magnolia Avenue Line alternating with West 3rd.

PE

Summer time table on Newport Line will be effective about June 19th.

PE

AGENCY CHANGES

Effective May 21st, 1920, R. E. Kidd, who was Relief Agent on the Western Division, was appointed Agent at Fontana.

PE

SUPERVISORS APPOINTED

Mr. C. A. Walker and Mr. S. H. Hand have been appointed supervisors on the Southern Division.

Mr. G. H. Peak has been appointed supervisor on the Northern Division.



PACIFIC ELECT

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

Who could ask for a pleasanter bath or a better floor for dancing than is at Redondo? And there is the merry-go-round if you like the ponies, and the "scoot the scoots," if you like a thrill? My dad used to tell me when I was a kid that it was a good thing to patronize home industry.

All the world loves a lover, but if your best girl happens to take a ride on your car just remember that no one likes to see love and business mixed; particularly when streets and stations are not announced, or passengers are carried by, or are passed up, or the service impaired in other respects on that account.

I would like very much to get inside the houses of some of the employes that ride on our cars. What I would like to find out (and what I am going to find out if I ever get in) is whether they scratch matches on the varnished wood-work, spit tobacco juice on the walls and floor and wipe their dirty shoes on the upholstered furniture—like they do on our cars.

Some people think they are getting by when they call their crookedness diplomacy.

Others seem to think that they have fully justified their every act when they say, "Well, we are getting by with it."

Still others appear to believe that they are "getting by," even though they dropped a good deal of their load on the way.

Do you like rare-bit? Here is one that you can spread on toast and eat it hot or let it stand over night and use for sandwich. It is very good either way and is economical. Take ½ pound of eastern cheese and 1 cup of milk and cook until it blends (but not too much); then take from fire and stir in 1 well-beaten egg and 1 heaping teaspoonful of flour well-moistened with milk. Then stir in plenty of seasoning, such as mustard or sweet pepper, and salt and black pepper. A little onion, grated, is good, if liked, or chopped green peppers or chopped ripe pimientos.

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

		Operating Expenses	
Passenger Revenues	.....	\$	803,236.16
Freight and Switching Revenue	.....		186,906.22
Other Revenue	.....		60,022.39
Total Railway Operating Income		.....	\$1,050,164.77
Way and Structures:			
Wages	.....	\$	68,103.47
Material, Supplies, Etc.	.....		21,938.91
		\$	90,042.38
Equipment:			
Wages	.....		100,666.32
Material, Supplies, Etc.	.....		49,416.23
		\$	150,082.55
Power:			
Wages	.....		24,456.31
Material, Sup., Power Purch., Etc.	.....		123,402.81
		\$	147,859.12
Conducting Transportation:			
Wages	.....		329,672.00
Material, Supplies, Etc.	.....		27,762.91
		\$	357,434.91
Traffic:			
Wages	.....		12,486.30
Advertising, Material, Supplies, Etc.	.....		3,360.23
		\$	15,846.53
General and Miscellaneous:			
Wages	.....		46,784.54
Injuries, Damages, Mat., Sup., Etc.	.....		62,954.28
		\$	109,738.82
Total Railway Operating Expenses:			
Wages as above	.....		582,168.94
Other Charges as above	.....		288,835.37
		\$	871,004.31
Transportation for Investment—Credit		\$	1,026.45
		\$	869,977.86
Revenue Less Operating Expenses		.....	\$ 180,186.91
Depreciation	.....	\$	22,654.32
Taxes Assignable to Railway Operations	.....		50,109.05
Total Depreciation and Taxes		.....	\$ 72,763.37
Revenue Less Operating Expenses, Dep. and Taxes		.....	\$ 107,423.54
Non-Operating Revenue	.....		12,619.25
Net Revenue		.....	\$ 120,042.79
Interest on Bonds and Other Debt	.....	\$	295,040.79
Rents and Miscellaneous Income Deductions	.....		36,154.66
Total Deductions		.....	\$ 331,195.45
Net Loss		.....	\$ 211,152.66
Net Loss for Four Months Ended April 30, 1920		.....	\$ 477,626.86
			H. A. CULLODEN, Auditor.

Los Angeles, Calif., May 24, 1920.

That was some good time that occurred at the Club Jinks at Redondo Beach. Who said they did not enjoy it? Certainly the Resort Department should be proud of the way their personnel at Redondo furnishes entertainment. "It was the height of hospitality," and then some. It's a good place to go; let's go there more frequently, even if there is not a Club Jinks on, and get our friends to go, too.

Say; some of you boys from Torrance will get some of your most valuable scenery cut off if you continue to get off the cars on the wrong side. Think of going through the rest of your life with one wing gone because you, a railroad man, did not get off a car the right way. Or, if you don't like that thought, think of your widow and child remembering you as having been the gink that

took their support away from them by climbing off a car like a monkey after a penny.

Familiar Quotations: "Ye cannot serve two masters;" "Evil communications corrupt good morals;" "Avoid the appearance of evil;" "Birds of a feather flock together."

War-time Expressions: (you know they called a spade a spade, then). "Pro-German;" "Spy;" "Propagandist;" "Trader-with-the-enemy;" "Anti-American;" "Slacker;" "Traitor"

What do you think of a weakling that has a title and takes his money from us on payday, yet chums and hob-nobs and consorts familiarly with the active and known enemies of our Family? Where are their backbones? A man with the courage of his convictions is entitled to respect, but a "straddler"? Oh, no.



RESORT DEPARTMENT "SQUIBS"

REDONDO BEACH NOTES

There will be Band concerts every Sunday during June at Redondo Beach and on Saturday and Sunday, June 26th and 27th, the Grand Formal Summer Opening will take place. On these days there will be special attractions, such as vaudeville stunts, band concerts, carnival ball, on Saturday night and numerous other amusement features.

— PE —

In the Big Plunge on Wednesday evening, May 19th, Ted Combs gave over seven hundred aquatic fans a rare treat when he had Baby Richard Headrick, the world's youngest swimmer, give one of his noted aquatic exhibitions. This young marvel but three years old is as near a seal in his movements as any human being can get.

He swims the back, side, double over arm and crawl strokes with the greatest of ease and grace.

Bobby Middlemas and Goldwin Fields, two of Redondo's coming champions, each received a gold medal for their proficiency in swimming.

The boys costume race was full of comedy.

Decoration Day and the Monday following brought out enormous crowds at Redondo Beach. The Memorial Exercises were held on Sunday under the auspices of the G. A. R. & W. R. C. and were a great success. The Bath House and Dance Hall did a record business and there seemed to be more people around the water front than ever before at this time of year.

— PE —

The B. P. O. Elks gave a masquerade ball in the Dance Pavilion on Thursday evening, May 20th, in aid of the Salvation Army fund which was a huge success financially as well as socially. Over two thousand tickets were sold and by eight o'clock the Pavilion was packed. Only those in costumes were permitted on the dance floor until ten o'clock when a grand march was formed and prizes awarded to those whose costumes possessed some special merit. Over 20 valuable prizes were given away. From a spectator's point of view the scene presented during the evening, combining the many colors and styles of the costumes, was most picturesque and pleasing.

The Pacific Electric Employees' Band under the able directorship of Mr. Mort Stuart gave a very successful concert at Redondo Beach on Sunday, May 23rd. The Band consisted of thirty-five pieces and the selection of music rendered showed good judgment on the part of the director. Miss May Barlow sang, "Somewhere a Voice is Calling" and "Dear Little Boy of Mine," and in response to an enthusiastic encore she sang "Starlight Love." Her enunciation was clear and distinct and her soft mellow voice carried to all parts of the vast audience. The weather being beautifully fine brought out a big crowd of people and they all seemed to have thoroughly enjoyed the concert. During the day the Bath House was well patronized as well as the Dance Pavilion and every concession along The El Paso had all they could do to handle the rush.

— PE —

Under the auspices of the Pacific Electric Club and through the kindness and courtesy of Mr. Titcomb the Pacific Electric Employees were entertained at Redondo Beach Resort on Thursday evening, May 27th, to a carnival and high-jinks which consisted of a carnival ball in the pavilion and comical diving and swimming stunts in the Bath House. Everything, including transportation,

was provided for employes and their families and special trains were assigned to carry the crowds from the various points on the system.

The big crowd gathered about eight o'clock and from that time on until the last car pulled out about 11:15 the fun was fast and furious.

The Bath House was well patronized with a very interested crowd of spectators besides those enjoying their evening swim and the stunts pulled off by Ted Combs and his troupe were ludicrous and amusing.

The biggest attraction was in the Dance Pavilion where the crowd was enormous and everyone having a real jolly time. The orchestra under the baton of our amiable and esteemed club manager, Mort Stuart, rendered a program of jazzy dance music which made everybody taking part in the dances step lively.

The exhibition toe dance put on by Miss Dorothy Baas was a great success and many were the complimentary remarks about this young lady's agile and graceful movements.

A Prize Waltz, serpentine parade and ballon shower were amongst the events on the program.

PE

Urbita Springs Park Notes

On Sunday, June 6th, the grand summer opening of this popular park, the playground of the orange belt, took place. The weather was ideal and the attendance was one of the biggest the park has had at any opening.

A specially attractive program had been prepared, consisting of various vaudeville stunts, band concerts, troubadours, etc., and each of the different events were well received by the vast crowd. The dance hall was open afternoon and evening catering to a big crowd and the bath house got its fair share of patronage. The picnic grove presented an animated scene during the lunch and dinner hours where numerous families had a good time looking after the wants of the little tots. The troubadours furnished some lively music which added to their enjoyment.

The park was gaily decorated with pennants and streamers strung up amongst the trees at the entrance and presented a very gay appearance.

There will be a Carnival and High-Jinks held at the Park on Thursday evening, June 24th, under the auspices of the P. E. Club for the Pacific Electric employes, run on the same lines as the one held at Redondo Beach on Thursday, May 27th.

PE

Fire on Mount Lowe

Friday night, May 21st, probably will be remembered with a shudder by the employes of Alpine Tavern. At just about eight o'clock the fire alarm was sounded for the first time in many years, and every available man was summoned to combat a blaze which had its origin in one of the housekeeping cottages on the picturesque summit trail, where are nestled all of our homey and comfy little cottages.

We were blessed with a favorable night, for it had been drizzling the entire day, and we were safely confident that flying embers would not ignite the hill sides. The fire, however, spread with amazing rapidity, commencing in number 12, and spreading to the cottages on either side. The coolness of Manager Vickrey and his helpers prevented the fire coming lower, or towards the Dormitory building and Hotel proper, for it was checked at number 11, and went up the hill, burning each cottage as though it were built of cardboard. Of the five cottages lost, but two had occupants, so there was little to remove with the exception of the furnishings.

By ten o'clock the blaze was well under control, and a few men remained to fall a large oak tree that was blazing and endangering the remaining buildings. This finally was done after much work, and by midnight quiet once more reigned on Mt. Lowe.

Too much praise cannot be given the employes who fought the conflagration, for all of them worked untiringly and with a will. Hot coffee and sandwiches were served the fighters later in the night.

The cause of the fire cannot be ascertained, due to the occupants of the cottage where the fire started being absent most of the day. Nothing was saved from within the cottage, the guest losing everything contained therein.

It is regretful to state that one of the boys who had been doing some splendid work, got some chemical in his eyes, and was removed to the city, where it is learned he is speedily recovering.

Insurance men have investigated the ruins and estimates made for rebuilding the five destroyed cottages, and it is hoped that soon new ones will be erected on the old site, in order not to hinder the wonderful business of the Tavern.

PE

GENERAL FREIGHT DEPARTMENT NOTES

Answering opportunity's bid, J. E. Williams, previously employed as clerk, General Freight Department, has tendered his resignation to accept new associations with the Curtiss Corporation at Long Beach. We all wish Williams success in his new line.

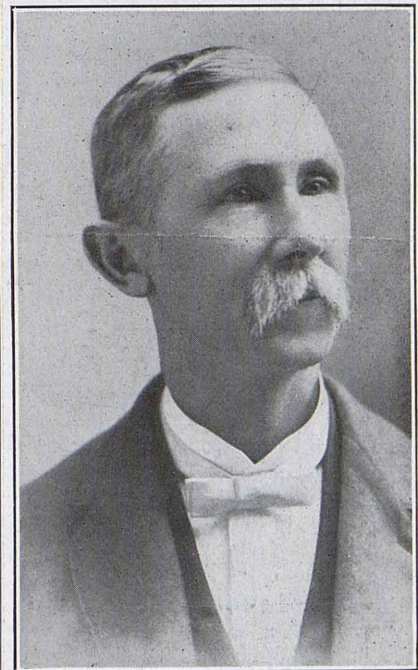
Associates of W. B. Peregory were severely disappointed to note the lateness of his arrival at Redondo Beach, May 27th, which delay we understand was due to explicit instructions received by him from some source not to go near the Bathing Pavilion.

S. W. Elliott and K. Van Buskirk of the Freight Claim Bureau have left the service to seek further experience in the business world with commercial concerns. We wish them best of luck in their new ventures.

Traveling Freight Agent G. H. Payne is busily engaged in checking

TWENTY-FIVE YEARS IN THE SERVICE.

Mr. J. W. McCulley, sub-station operator in the Electrical Department, rounded out twenty-five years of continuous, conscientious, loyal service, May 8, 1920. Mr. McCulley is one of the oldest employes in the Department in length of service, his service starting with the building of the steam plant in Pasadena for the operation of the Pasadena and Los



Angeles Electric Railroad, at the time working under O. H. Ensign, as installation engineer.

After the power plant was completed, Mr. McCulley was employed as engineer of the plant and continued in that position until January 17, 1918. He then was transferred to the position of sub-station operator, and has rendered continuous service in that capacity since that date.

Mr. McCulley is day operator at Azusa sub-station on the Glendora Line.

tariff files and reports majority of stations in satisfactory condition, although vast room for improvement exists in many cases. Mr. Agent—do you file and note provisions of supplements and re-issues promptly?

PE

Wilbur Josenhans reports a strenuous evening's dancing performance at Redondo May 27th. Never missed a dance, fellows, and understand was the cause of much jealousy on part of many fair maidens in not being favored.

PE

D. W. Layne, commonly known as "Slim," is an arduous advocate of baseball as well as jack rabbit hunting. Saturday afternoons you may observe him and associates in addition to many other Pacific Electric representatives officiating in the bleachers.

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

- P. E. CLUB CALENDAR.**
- Thursday, June 10—**
Moonlight Dance in Auditorium 8.30 p. m.
- Friday, June 11—**
Regular Movie Show in Auditorium, Amateur Night, 8.00 p. m.
- Saturday, June 12—**
Agents' Association meeting 8.00 p. m.
- Monday, June 14—**
P. E. Band Rehearsal 8.15 p. m.
- Tuesday, June 15—**
(a) Transportation Department. Meeting of all Divisions. Refreshments after meeting. 8.00 p. m. (b) Northern Division Safety Committee meeting 2.00 p. m.
- Thursday, June 17—**
Balloon Shower Dance in Auditorium 8.30 p. m.
- Friday, June 18—**
(a) Regular Movie Show in Auditorium 8.00 p. m. (b) General Staff Meeting 10.00 a. m.
- Monday, June 21—**
P. E. Band Rehearsal 8.15 p. m.
- Thursday, June 24—**
P. E. Carnival and High Jinks at Urbita Springs, San Bernardino, for P. E. Club members, their dependents, and all P. E. employes.
- Friday, June 25—**
Regular Movie Show in Auditorium, Amateur Night, 8.00 p. m.
- Monday, June 28—**
P. E. Band Rehearsal 8.15 p. m.
- Thursday, July 1—**
Novelty Jazz Dance in Auditorium 8.30 p. m.
- Friday, July 2—**
Regular Movie Show in Auditorium 8.00 p. m.
- Monday, July 5—**
P. E. Band Rehearsal 8.15 p. m.
- Thursday, July 6—**
Southern Division Safety Committee meeting 2.00 p. m.
- Wednesday, July 7—**
P. E. Club Executive Committee meeting 2.00 p. m.
- Thursday, July 8—**
(a) Moonlight Dance in Auditorium 8.30 p. m. (b) Western Division Safety Committee meeting 2.00 p. m.
- Friday, July 9—**
Regular Movie Show in Auditorium 8.00 p. m.
- Saturday, July 10—**
Agents' Association Meeting 8.00 p. m.

PE

P. E. CLUB NOTES.

One hundred and twelve persons visited the Club during the month of May and enjoyed its privileges.

The Club is very grateful to Mr. and Mrs. Francis J. Oriva and Mr. Steve Wilson, for their services when acting as judges of the prize dance at the Redondo Beach Pavilion.

Mr. Roy Davis, son of Mr. O. P.

Davis, Superintendent of the Southern Division, favored us last month at one of our movie shows, which were splendidly received.

Don't forget that on Thursday, June 24th, the P. E. Club will hold a Carnival and High Jinks at Urbita Springs; therefore no dance will be held at the Club on that night. The Carnival at Urbita Springs will be governed by the same regulations as those relating to the Redondo Beach Carnival just held.

The Pacific Electric Band gave a very fine concert at Redondo Beach Sunday afternoon, May 23d, to a large crowd. It made a big hit, and is beginning to come into its own, since its reorganization, January 1st, of this year.

Mrs. May Barlow was soprano soloist with the Band, and her songs were well received.

Mr. C. P. Hill, who has been connected with the Club since its organization, and has been acting in the capacity of Night Assistant, is taking a 90-day leave of absence, made necessary on account of his many duties as Chief Clerk of the Transportation Department. Mr. Roy Volkhart will be acting Night Assistant.

The Club is very grateful to Mr. H. E. Chester, conductor, Southern Division, for his gift of four very fine phonograph records, entitled "National Emblem March," "Hail to the Spirit of Liberty," "There's Someone More Lonesome Than You," "In the Sweet Long Ago," "Why Didn't You Want Me When You Had Me?" "Breeze-Medley Quartet," "Waikiki Mermaid," "My Own Iona."

The Club management announces that the movie show nights, held every two weeks, will be known as "Amateur Night," when all employes who can sing, dance, play, or give any other kind of diversion, will be given an opportunity to perform. The Club would appreciate it if those who desire to take part would telephone or call at the Club, so that their names may be placed on the program.

Through the courtesy of Thomas R. Thompson, conductor, Southern Division, formerly of the U. S. Destroyer Dorsey, the Club received an Austrian helmet that was picked up by Mr. Thompson on the battlefield just out of Spallato, Austria. It had a human skull in it when found, the lower portion of which having been shot away. This helmet has traveled thousands of miles, and is now on exhibition at the Club rooms with the other war trophies.

CLUB "MOVIE" PROGRAM.

- June 4—**Main feature, "Wolves of the Night," featuring William Farnum. Powerful story of love and high finance. Fox Sunshine Comedy, "Neighbors Keyhole." Mutt and Jeff Comedy, "Book Agents." Pictorial, "Depths of the Sea." Railway Instruction Film. Illustrated Song, "On the Shores of Tripoli."
- June 11—**Main feature, "The Beast," featuring George Walsh. Fox Sunshine Comedy, "Wild Women and Tame Lions." Mutt and Jeff Comedy, "Why Mutt Left the Village." Vod-a-Vil Movies. Railway Instruction Film. Illustrated Song, "There's a Typical Typerrary."
- June 18—**Main feature, "Faith," starring Peggy Hyland. Fox Sunshine Comedy, "Musical Sneeze." Mutt and Jeff Comedy, "Iceland." Pictorial, "Sundown." Railway Instruction Film. Illustrated Song, "Bolo Bo."
- June 25—**Main feature, "The Last Straw," featuring Buck Jones. Fox Sunshine Comedy, "Lady Bell Hops." Mutt and Jeff Comedy, "Nooze Reel." Pictorial Life. Railway Instruction Film. Illustrated Song, "Hiawatha's Melody of Love."

PE

Pool Championship.

Mr. L. H. Covell has again proven himself the champion pool player of the Pacific Electric Railway by winning from W. H. Johnson by the following score:

	1st Game.	2d Game.
L. H. Covell	155-1	152-4
W. H. Johnson	73-5	81-4

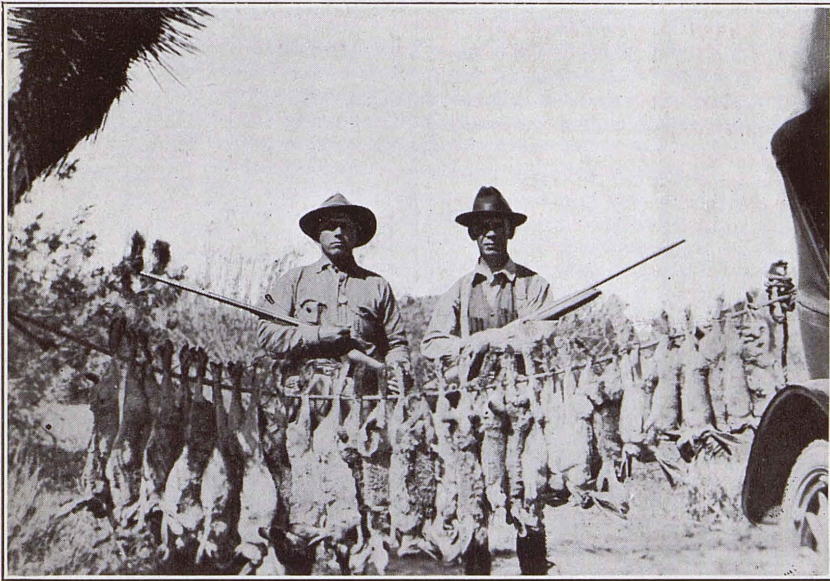
Mr. Covell was challenged by F. H. Ford and defeated Ford by the following score:

	1st Game.	2d Game.
Covell	150-3	169-4
Ford	56-2	139-6

Mr. F. S. Brady has challenged Mr. Covell to maintain his championship this month, and the score will be published in next month's issue of the Magazine.

PE

Those who are looking forward to an enjoyable vacation—particularly those who have never been at the P. E. Camp—will be glad to learn that they can stop at the Camp for less money than it costs to live at home. Reservations are being received daily, and the indications are that many families will avail themselves of this wonderful opportunity. Reservations should be made as soon as possible, if choice of the location of tents in Camp is to be had. The Camp has been enlarged and improved, and there is no reason why all campers should not enjoy themselves to the fullest extent.



PACIFIC ELECTRIC ROD AND GUN CLUB.

Meeting was called to order at 8.20 P. M. May 12th, 35 members being present. The following officers were present: Mort Stuart, L. F. Volkhart, L. R. Spafford, J. M. Geopfert and D. A. Terry.

Minutes of the previous meeting were read and approved.

Twenty-four new names were presented and accepted for membership.

Secretary reported a total membership of 93, and \$218.73 in the treasury.

Under the head of new business, Mr. Spafford and Mr. Geopfert gave a very interesting account of their trip to the Antelope Valley, where they shot the 55 rabbits that we were to have after the meeting. They stated that it took them six hours actual hunting time, and that they walked from 12 to 14 miles. They also gave the route that they took, so that any of the members desiring to make the trip would know how to get there.

Motion was made and carried unanimously, that the Secretary write a letter of thanks, enclosing a check for \$10, to Mr. and Mrs. W. Spafford, for the use of their machine and the kindness shown by Mrs. Spafford in preparing the rabbits that made our rabbit feed a wonderful success.

Mr. Chas. S. Van Horn, a maker of fishing poles and artificial flies, made a very interesting talk on the art of fly-casting, suggesting that we get together and find a place where we could practice casting, because, as a rule, the man who knows how to cast well usually gets the most fish.

Motion was made and carried unanimously, that for our meeting in June, steamed mussels and a fish dinner be served. Mr. Geopfert was appointed a committee of one to see that everything was in readiness for this meeting.

Motion was made and carried unanimously, that the amendment to the Constitution, made some time ago, providing that the offices of

Secretary and Treasurer be taken care of by one officer, be abandoned, and the Constitution be made to read as it originally did, that the offices of the Secretary and Treasurer be taken care of separately.

Motion was made and carried unanimously that the men appointed by the President at our last meeting be substantiated.

Mr. May suggested that we appoint two or three scouts to advise us where good hunting and fishing could be found. President Stuart stated that Mr. Geopfert and Mr. Spafford, our Field Captains in the Rod and Gun sections, respectively, could furnish us with data as to where good hunting and fishing could be found, by having it posted on the bulletin board that is to be placed in the Clubroom.

Mr. Spafford gave us a very interesting account of his trip to the High Sierras, quoting the cost of the trip as \$33.25 per man. He also stated, that he could give members desiring to make the trip information as to where they could obtain pack animals, etc.

Mr. Brooks stated that he lived in this country for some time, and knew all of the trails and short cuts, and could give valuable information in regard to same to members desiring it.

After a general discussion the meeting adjourned at 9.20 P. M. and all members went to the Auditorium, and after seeing two reels of Chester Outing Pictures, we all got on the outside of from 3 to 5 pieces of the best rabbit that anyone has ever eaten, and a corresponding number of cups of most excellent coffee.

L. F. VOLKHART, Secretary.

PE

CLUB COMMITTEE MEETING.

Pacific Electric Club Executive meeting, held at the Club on Wednesday, May 5th, was called to order at 2 P. M. by Mr. McPherson, acting in the absence of President Bishop, who showed up later.

Roll call showed the following absentees: L. H. Wilson, P. H. Rordan, D. B. Woodward, O. L. McKee, J. Anderson, C. A. Mills, John Whitley, A. J. Guercio, W. A. McCammond, S. H. Anderson, F. F. Small.

Minutes of the last meeting, April 7th, were read and approved.

Manager's report as follows:

P. E. Club Fund

Balance on hand March 31st. \$ 653.87
Receipts 976.75

Total \$1,630.62
Bills and Expenses paid... \$1,370.10

Balance on hand April 30th. \$ 260.62

Relief Fund

Balance on hand March 31st. \$ 252.86
Receipts 64.75

Total \$ 317.61
Paid out in Relief 150.98

Balance on hand April 30th. \$ 166.63

Mortuary Fund.

Mr. Stuart reported that the last payment under the Mortuary Fund amounted to \$405.

Membership

Manager reported that on account of not securing from the Accounting Department the return of proper papers from which membership figures are obtained, membership would have to be given as of March 31st, which totaled 3274.

Relief Fund

Manager reported that on account of being so extremely busy, taking care of other work in connection with the Club, Camp, etc., it has been impossible to do any soliciting for advertising in the Pacific Electric Magazine, and had contracted with a Mr. H. L. Putnam on a 20 per cent. basis, to solicit this advertising matter.

Also reported that Mr. Mann had stored in his warehouse quite a bundle of newspapers, which would be sold and amount derived therefrom to be credited to the Employees' Emergency Relief Fund.

Mr. Stuart reported that the Pacific Electric Club baseball team, the P. E. Rod and Gun Club, and the P. E. Club Hikers were progressing nicely, and that all social features in connection with the Club were well patronized.

Reported that circular giving full details in connection with the 1920 season of the Pacific Electric Vacation Home was ready for distribution among the employes, and that it was Mr. Titcomb's wish that each employe receive a copy of this circular. (At the close of the meeting these circulars were given to a number of the Executive Committeemen to distribute among the employes in their various departments). Mr. Stuart asks the co-operation of all on the Executive Committee in boosting the Camp during the coming season.

Manager made a few remarks relative to the High Jinks on the evening of the 27th for all employes and dependent members of their families, same to be given under the

auspices of the Club. He also said that a similar entertainment would be planned for Urbita Springs.

Manager reported that he had received approval for expenditure of \$1040 towards arranging the third floor of the Club into a practical gymnasium, but had been asked to submit revised figures on account of changes in prices, etc., since the original figures were submitted to Mr. Titcomb.

There was no unfinished business before the Committee, and no new business was brought up.

Meeting adjourned at 3 P. M.

PE

DON'T, MR. CONDUCTOR!

Don't mistake the "Transfer point" shown on return portion of triplex for the "Final destination" when issuing exchange checks or transfers on such tickets collected. This mistake often causes both passenger and honoring conductor considerable trouble.

Don't restrict passenger to routing shown by transfer point on return portion of triplex if provision is made in tariffs for more than one routing. In such cases, transfer point shown thereon applies to the going portion only, and should be disregarded if passenger desires to return via different route.

Don't punch Western Division triplex, Form W. D. T-2, at point of bracket, embracing all west coast beach points, when selling round trip ticket between Culver City and Santa Monica, Ocean Park, Venice or Playa del Rey, as return ticket punched in this manner permits passenger to return from points south of Del Rey Junction including Redondo Beach where higher fares apply.

Don't fail to notice other bracket shown on Form W. D. T-2, embracing only "Santa Monica, Ocean Park, Venice, Playa del Rey and Port Los Angeles," at which point you should punch triplex when selling round trips between stations other than Los Angeles and above named points, as such fares apply from or to defined limits of Santa Monica, Ocean Park, Venice, Playa del Rey only.

Don't issue transfers or exchange checks from or to Outer Harbor Line, on special tickets, Form Spl. R. T.-69, and R. T.-70, as coupons are provided on such tickets covering portion of trip between San Pedro and Outer Harbor, in both directions. These special tickets are sold for use of officers and sailors in uniform, and transfers must not be issued on same.

Don't issue transfers to Outer Harbor on special tickets, Form U. S. R. T.-1, which read between San Pedro (5th and Front St.) and Los Angeles. These tickets are sold for the use of officers and men in uniform, connected with battleships, located at San Pedro, and are good only be-

tween San Pedro (5th and Front St.) and Los Angeles.

Don't issue transfers on any form of coupon pass. Separate coupon must be provided each conductor when change of car is necessary for party presenting same to reach destination desired.

Don't fail to observe carefully whether or not card passes, when presented for transportation of more than one person, provides for its use in this manner. Pass No. 5000 may be issued in favor of Mrs. John Doe and daughter Mary. In such case you will register two passes when presented for two, making notation in space provided on trip sheet as follows: "5000 and (1)."

Don't issue transfers Form P. C.-1, punched "Los Angeles" or "Pasadena" at any other point except Mission and Fair Oaks. 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 or at Oneonta.

Don't issue local transfers, Form L. A. T.-1 at Avenue 64 and Roble Ave., on through fares or tickets collected reading between Los Angeles and Church of Angels or Annandale. Passenger paying fare or presenting ticket reading from or to points on St. must be given triplex exchange check, Form N. D. T.-1.

Don't sell through tickets between South Pasadena points and points on Annandale line.

Don't refuse to sell, upon request, through tickets between head-line points and side line points named on page 25, Local Passenger Tariff No. 726, while operating inbound on Pasadena Short Line, Oak Knoll Line, Monrovia-Glendora Line, Sierra Marde Line or Alhambra-San Gabriel Line, as through fares named therein are cheaper than combination fares, and passengers are entitled to this privilege, for through ticket sold, or in any case where it is necessary to transfer passenger to another car, to see that exchange checks are properly punched and also that passenger is given proper portion or portions for other conductor's collection.

Don't collect war tax when entire fare is paid with cash coupons or advertising cash coupons.

Don't sell round trips on cash coupons, Form C. C.-1, or C. C.-2 which are issued in 5-cent denominations. Minimum detachment of these coupons shall be two coupons, or 10 cents.

Don't refuse to sell round trips on cash coupons, Form C. C.-2, 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.

Don't fail to register all cash coupons as "Tickets Collected," whether accepted in payment of one-way or round-trip fares.

Don't fail when it is necessary to collect additional cash in connection with cash coupons, Form C. C.-1 or C. C.-2 (5-cent coupons) in addition to registering ticket collected, to register also "One Way Sold" and issue P. C. R. cash fare receipt for cash collected, noting on back of coupons points between which honored, also amount of additional cash collected.

Don't fail, in addition to showing points between which honored on back of cash coupons, or advertising coupons, Form C. C.-3 or C. C.-4, when accepted in payment of round trips, to add also "Round Trip"

Don't issue Special forms of tickets when selling round trips in connection with cash coupons. Triplex must be used, punching in space provided, issued for "Cash Coupons."

Don't forget that hat checks must be issued on all fares or tickets collected to points beyond the 5-cent limits, and don't fail to take up same as each fare limit to which such fare or ticket aptake up hat checks defeats, to some extent, the purpose for which they are issued.

Don't fail when lifting expired or mutilated transportation, or loose coupons of commutation tickets, when presented for transportation without cover of book, to give passenger card receipt, Form P.-34, showing thereon description and number of book or ticket lifted. This is necessary as a means of identification should passenger call for such transportation lifted.

Don't forget that you were once a child and may some time grow old. Kindness and consideration for children of tender years and people who are old and feeble, is always appreciated, not only by those upon whom bestowed, but by the traveling public in general.

J. A. BIRMINGHAM.

PE

Following instructions is an art which may be more entertaining than it sounds. A man working for a railroad was told by the superintendent to go along the line looking for washouts. "And don't be as long-winded in your next reports as you have been in the past," said the superintendent; "just report the condition of the roadbed as you find it, and don't use a lot of needless words that are not to the point. Write like a business letter, not like a love letter." The man proceeded on his tour of inspection and when he reached the river, he wrote to the superintendent:

"Sir:—Where the railroad was the river is."
—J. of Electricity.

PURCHASING AND STORES NOTES

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

STORE FLASHLIGHTS.

Bang! Bang BANG! G-r-r-r???
CHUG!! Ra-ta-ta-ta-ta-ta Slc-s-s-s-s
X-Y-Z B-A-N-G!!! Oh, no, it isn't
a battery of machine guns in action.
Nor is it Leslie's "car." It's merely
the Ford truck getting started on its
morning trip. A daily occurrence,
you can hear it very distinctly in the
office.

Lucky that Nicholas Kuriak can
speak seven different languages, for
no doubt he needs them while Mr.
Glasser is away on his vacation,
Nick having taken charge of both
labor gangs during Mr. Glasser's
absence.

Mr. Minyard informed us the
other day that Mr. Porter has been
"forging" ahead considerably since
"casting" his lot with the P. E., but
he won't believe that "Bill" Kitto
does not use paint.

It was with great surprise that
friends learned of the marriage of
Frank Carr, Lumber Inspector of
this department. Mr. Carr and his
bride are located in their own home
at Watts and the Store employes
join in extending to them their
heartiest congratulations.

We felt right at home again Tues-
day morning when we returned after
Monday's holiday to find "Tony"
back on the job as office janitor, his
first day at work since he was in-
jured last November.

Seems as though Mr. Thorburn
finds other things to interest him
besides storekeeping—bugology, for
instance. He frequently has some
rare species of bug life in his private
office; species for which Torrance is
apparently noted.

Mr. DeCourcy must have had a
hot time while on his vacation. Can't
imagine why he should want to go to
California's furnace, Calexico, when
he could have enjoyed just as "dry"
a vacation nearer home.

It has been reported that at some
of the freight houses and section
men's tool houses there is material
which is not actually required there,
have been picked up on the right of
way or used for flagging purposes,
and marker lanterns which have
fallen off cars. All such material
should be shipped promptly to the
general store at Torrance and every
single piece will be thankfully re-
ceived on account of the shortage of
all such items.

In our daily life we have all felt
the shortage or scarcity of household
commodities and other items which
we either wanted or thought we
wanted. Upon an inquiry for a cer-

tain brand of condensed milk we
were informed that a carload of the
milk desired was lost in transit. Try-
ing to buy an automobile wrench, we
were told that the stock was com-
pletely exhausted and no indication
as to when the wrench could be se-
cured.

When the shortage of such things
is felt in our very limited personal
requirements, one realizes the extent
of the shortage if we were after fif-
teen thousand different items, that
being approximately the number of
items which the Store Department
of the Pacific Electric Railway is
supposed to have on hand at all times
for its various customers. We feel
greatly encouraged if we receive a
reply to one of our numerous mat-
erial tracers something like this,
"Will ship immediately after em-
bargo is lifted," for most of our re-
plies read, "Cannot give definite
shipping date," or "Delay occasioned
by not being able to secure purchas-
able material."

Quite a few agents and conductors,
not to mention our congenial friend,
Mr. Albert, noticed a shortage of car
seals in this department. A ship-
ment of seals was ordered December
24th and shipped from Brooklyn,
New York, on March 4th, and finally
received at Torrance on May 22nd.
In the good old days we received car
seals on the average of within three
weeks from the date of the order.

LAST MINUTE NEWS: We
are glad to report Mr. Earl McCall
and Mr. David C. Copeland conval-
escing after the recent holiday.
Dave said he "just couldn't get or-
ganized," but (I hope to tell you)
they decorated Venice to the best of
their ability.

We noticed Clifford Curle, our
San Bernardino Storekeeper, was
down at Redondo on Thursday, Club
Night. Glad to see you, Cliff.
How's the weather at Berdo now?

Mr. Bolen, Macy Street Store-
keeper, is busy preparing for his
trip to Spokane, where he intends
going with his wife on his vacation
this month. We wish them bon voy-
age.

PE

Speaking of mentality, few of us
can claim the formidable list of at-
tainments attributed to a certain vis-
iting negro divine, who was intro-
duced to the congregation by the
pastor as follows:

"Brethren and Sistren: You-all is
gwine lissen today to de interpola-
tions of de Scripcher by a man of de
mos' unusuales' containments. Our
visitin' brother knows de unknow-
able; he thinks the unthinkable; and
he kin onscrew de onscrutable!"

—Journal of Electricity.

OUR NEW TREASURER

In the heading of this article the
word "new" is used advisedly be-
cause, while the title is new, in real-
ity the treasurer is one of our oldest
officials.

Recently the announcement was
made of the appointment by the di-
rectorate of Mr. M. S. Wade as
Treasurer of the Pacific Electric Rail-
way Company, effective May 10th,
1920. Prior to the time of this ap-
pointment, since 1913, Mr. Wade has
been officially known as Assistant
Treasurer of the Pacific Electric Rail-
way Company, but has in reality
exercised practically the functions of
the Treasurer, the succession to the
new title coming to him as a pro-
motion upon the death of Mr. Hell-
man, our former Treasurer, which
occurred some time since.



In addition to being Treasurer of
our own home company, Mr. Wade
is also Treasurer of the Pacific Elec-
tric Land Co., Peninsular Railway
Company, Stockton Electric Railway
Company, Fresno Traction Co., Vi-
salia Electric Railway Co., San Jose
Railway Co., Los Angeles Union
Terminal Co., and Los Angeles Pub-
lic Market Co.; and it is presumed
that if we could make a few more
companies, we would make him
Treasurer of them.

Any one needing the services of a
first-class Treasurer, would, in view
of the companies he serves, undoubt-
edly choose Mr. Wade as one of
great and thorough experience in his
line.

Mr. Wade entered the service of
the Pacific Electric in 1902; was ap-
pointed Cashier in 1905, and was made
Assistant Treasurer in 1913. He
therefore ranks as one of our older
as well as most popular members of
the Big Family.

Some people would say that his ex-
cessive popularity is due primarily to
the fact that he is the purveyor of
the pay-checks; but many hundreds
who know him best prize him more
for his own individuality and person-
ality than to his peculiar services as
Treasurer.

FREIGHT TERMINAL NOTES

G.W. ORR, ASSOCIATE EDITOR

The Editor's plea for more copy, especially the personal notes, is hard to resist—likewise hard to fulfill while the weather is hot and the convenient cuff is rolled up out of reach and we have to trust so much to memory.

Charlie Holt, who for several years has had charge of the Team Tracks, has been a busy man taking care of the unusual business over his way, on account of the Steam Lines not being able to do their part during the recent strike. The number of cars delivered from the team track last month almost topped the record made last September, when a total of 125 cars were unloaded; last month reached 120, of which 31 were sugar. This, of course, represents only a small percentage of the carload receipts of the station, as the greater number are switched to industries and warehouses.

General Foreman and Mrs. Reynolds returned from their Eastern trip smiling and happy. Mr. Reynolds said the weather was somewhat against them, and they were nearly scared to death by the playfulness of the thunder and lightning. There was mud and more mud, but in spite of those little things that are part of the everyday life in that section, they were so royally entertained, fed and watered that the time at their leisure slipped by all too quickly.

Check Clerk Dave Roberts is away to the mountains for his annual holiday, laughing at the rest of us while he inhales the spice of the balsams and whips his line in the creek. Alright Dave, laugh while you may, for the season is still young and turn about is no foul tip.

Trucker Eugene Saum is also enjoying his two weeks' rest, but he neglected to tell us where he is going to celebrate.

Lester Post and family were delayed somewhat in getting away on their vacation trip back among the home folks in Illinois, but it's a safe bet that L. A. P. is making up for lost time now. He writes of rooting for the Cubs out at the Ball Park in Chicago and of seeing our old friend, Irish Meusel, there.

Former Car Clerk Ben White just couldn't stand the sight of those trainmen's checks any longer, and on May 25th was transferred to that service. Ben leaves a splendid record as a Car Clerk, and we know he will be just as efficient in the new work. On White's departure Raymond

Rosenberger moved into third trick on the car desk, and Robert Rachford into second trick. Both of these boys have worked all around the the car desk and will keep up the standard of good work.

Gordon Easterly is now regularly working the night shift at 8th and Alameda Transfer, and is one of the men to benefit by the recent rise in pay for those jobs; understood, though, he has his eye on another position and will be leaving soon. Hate to see you go, Gordon, better make up your mind to stay.

George J. Otte, now night yard clerk. Though new to us, is an old timer at the work, and is handling it very capably.

Walter Finney divided his vacation between the mountains and Catalina, and from all accounts, had a very fine time all around. Before resuming his duties as Night Chief Clerk he will take a few weeks' turn on the revising desk.

Revising Clerk Chas. Salazar is the next happy man to get away on vacation. Charles is going down into Arizona for a Turkish and then to Catalina to cook off. Might be, too, that he will look over that Beaumont ranch he is thrifty enough to have.

Seymour Lipschultz is heading the bill desk during the vacation period, and is showing our little world that operating a typewriter is not the only thing he can do well.

Assistant Superintendent Taylor's son, Dwight, who was fast becoming a capable Expense Clerk, has gone to take up a summer course at Stanford.

Walter Cochran, acting Prepay and Delivery Clerk in the Cashier's office during Post's absence, is having the opportunity of his young life to cultivate new acquaintances as well as to balance his daily gleanings. Some busy place, thinks Walter.

Everett Hampton, Relief Bill Clerk, has had some battle with our long list of prepay stations, but is getting them pat now and easing up on the PPO clerk, Eh, Joe?

Gray and Hail—sounds like a weather forecast or a liner on Dad, but it happens to be a couple of new men who arrived the same day as O. S. & D. and Expense Clerk, respectively. Chas. Gray hails from Kentucky and Laird Hail from Gray's Harbor.

These are busy days at the inbound warehouse, as our steamer business increases, not only with coastwise ships, but the big freighters from Boston, Baltimore and other Atlantic ports via the Canal. The problem of trying to get 450 tons of merchandise into space big enough for 350 tons without moving the roof is a study all by itself, and in a short time should develop our assistant foremen into expert engineers. If a full house is a sign of prosperity, we'll say business is good.

PE

ENGINEERING DEPARTMENT NOTES.

The news of the death of a son of I. N. Shipley, from an illness contracted while in the Army, was received with much regret. The sympathy of all is extended to the family in their bereavement.

To the family of Carl Melshiemer, in their great loss of a son, the members of the Engineering Department wish to extend their heartfelt sympathy.

Claude Culver of the Paving Department surprised us recently with the announcement of his marriage. He and his wife have the good wishes and congratulations of his many friends in the various departments of the company.

It is reported that H. F. "Dad" Austin has received word from some of his northern interests that properties which formerly were a great drain on his resources, have become of very great value. It is doubtful if even he is more pleased than the stenographers in this office who have always looked for defects in their desks and chairs, so as to be favored with a visit from "Dad."

We often hear of the wonders of science, but seldom see these wonders performed. It has been the good fortune of some to watch the actual workings as demonstrated on H. A. "Senator" McLane. To have a score or more boils on the back of your neck is certainly trying, but if, as he did, you carry a mattress also on the back of you neck, after about a week you forget the boils. Cheer up, Senator, they say that the last eleven years are the worst.

It might be inferred that L. A. Myers of the Valuation Bureau is related to the Gotrocks, from the vacation schedule he has mapped out; up the coast to Vancouver, B. C., then to the Great Lakes, and by steamer through the lakes. From New York he intends to go to Washington, stopping only long enough to show Senator Lodge how to get by with reservations, and then return through the South.

"Goat, got N. A well-known ruminant quadruped, with long hair and horns, the size of a sheep, with a

disagreeable smell." Standard Dictionary, edition of 1913. To lose one would seem a pleasure after reading this, but Mr. Florence has not been the same man since his loss.

Balboa, always a city with an enviable record, has made another bid for fame, "J" Gould having taken up temporary quarters there. The travel on the cars has already shown an appreciable increase—their pass numbers being in sequence the work of the conductors, has not been greatly increased by the family.

"Hay-stack masts" have put in their appearance again. We recognize many and many others we would recognize if they had have been hung during the winter in the house, instead of the barn. C. A. Elliott please note.

Father Hayward would appreciate your sending in any remedies for colic you might have, as he has found it difficult to secure his necessary sleep on the job.

PE

ACCOUNTING DEPARTMENT.

There have been two marriages in the Conductor's Account Bureau this month, Miss Price and Miss Adams having taken a sailor and another nice young man to raise. May their lives be one continuous honeymoon.

The Misses Gasaway have departed for San Antonio, Texas, where they expect to enter commercial life on their own account. They were tendered a parting dinner at The Pig'n Whistle, where some thirty girls, all girls, bid them success in their newest venture.

Miss Hockenberry has started the beach season rather early, by taking apartments at Redondo for the summer.

Our old co-laborer, Norman J. Roberts passed through the office a few days since on his way to Arizona, his former home, to engage in business for himself. His old friends wished him well.

Office changes have brought new and pleasant faces into our stenographic bureau. We are proud of the efficiency of this department.

Mrs. Symington is now looking after the details of the Resorts Department, and promises to "pull the wool" of all delinquents.

PE

Imogene Daisye McClellan says she was at a lecture the other night and the lecturer said that in a hundred thousand years there would be no water on the earth's surface and at first she thought he said a thousand years and it gave her quite a scare.

—L. A. Times.

Transportation Department Meetings

NORTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Northern Division trainmen was held on May 18 at the P. E. Club, meeting being called to order at 8:15 P. M. by Chairman Riordan, with Northern Division Staff and thirty trainmen present.

Unfinished Business

Mr. Foote reported the following landings on the San Bernardino line were too short for three-car trains: Amarillo, Rosemead, Nioble, Durban, La Rica, Grand Avenue, Section Center, Tyler, Amelia Ave., San Dimas Ave., Walnut Heights, Mud Springs, A. Street, La Verne.

Disposition: Referred to Mr. C. E. Johnson with recommendation that landings be extended.

New Business

Requested that the Traffic Department issue a special ticket for conductors' use between Sierra Madre and Pasadena.

Disposition: Mr. Smith stated that this was now being worked up.

Reported that 1200-class cars are not being iced at Los Angeles Station and that many passengers are complaining about the water being warm.

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

Requested that the conductor in charge of a train give a copy of train orders to the rear conductor in order that he may know the movement of the train. It was stated that the paper on the present order forms is not strong enough to make three copies and it was suggested that better paper be used and also make the train order form longer.

Disposition: Mr. Bradley will take this matter up with Mr. Annable.

Requested that on local lines in Pasadena, trainmen are in need of toilet facilities.

Disposition: Referred to Mr. Rodenhouse to check up and make recommendations.

It was also requested that we build better toilet facilities at the Pasadena carhouse as the present toilets are too small to accommodate the number of men there and consequently are in an unsanitary condition.

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

Trainmen at Pasadena request that we do not build the Trainmen's quarters at the east end of the carhouse on account of it being too far away from the Terminal Foreman's office and also from where they take their trains.

Disposition: This matter will be referred to the Management.

Requested that a lever throw switch be installed at California and Fair Oaks Avenue.

Disposition: This has been requested and will be taken up with Mr. E. C. Johnson to install at once.

Requested that when a man bids in a run that is advertised and his seniority entitles him to that run, he must take the run and work it at least one day before throwing it up, in case he does not like same. His former run to be put up for bid.

Disposition: General discussion brought out the fact that this would eliminate a great deal of needless bidding on runs and would be a good thing to adopt. This was voted on and unanimously carried.

Suggested that the day and night instruction classes be held at Pasadena and Macy Street carhouses one night each week for the benefit of new men.

Disposition: This matter will be taken up with the instruction department to have such meetings.

Requested that the high tension spring controllers of the 300 class cars be taken out and a weaker controller spring installed.

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

Requested that a hat check holder of some nature be provided for all our interurban cars.

Disposition: Referred to Mr. F. L. Annable.

Requested that a smaller mesh wire be installed in the gates of 160 class cars on account of present mesh wire catching buttons on ladies' coats and tearing same.

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

It was stated that motorman's cab on the 300 class cars are very warm and requested that some arrangement be made so windows can be opened.

Disposition: Referred to Mr. Rodenhouse for investigation.

Requested that the stool at Glenmary Station, South Pasadena line, be removed, as it is not far from Sycamore Grove, and on account of causing a large amount of power to be used in starting cars on this grade.

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

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

C. H. BELT,
Secretary.

NORTHERN DIVISION EASTERN LINES

The Northern Division, Eastern Lines trainmen held their regular monthly meeting on May 18, at San Bernardino, Chairman D. J. Finley calling the meeting to order at 7:30 P. M. with twenty men in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

That the gongs on the 400 and 500 class cars are not efficient on account of the heavy clappers; also, conductor's bell on same class of cars does not work properly.

Disposition: Mr. Gilbert, of the Mechanical Department, is going over these cars and changing this condition as rapidly as possible.

That trolley wire be put in from La Cadena cut-off to 1st and Main St. yards, Riverside.

Disposition: This referred to the Electrical Department, but no action has been taken.

Conductors turning backs of register books together, which breaks the binding.

Disposition: This has been taken care of by bulletin.

That trains are taking crossovers at too high a rate of speed in Riverside.

Disposition: This matter has been corrected.

The trains are operating over Van Buren St., Arlington at too high a rate of speed.

Disposition: This has been corrected.

That passengers be allowed to board and leave car from front and rear ends on Main St., Riverside, going in either direction.

Disposition: This is being tried out and works very satisfactorily, eliminating delays.

That time cards be placed in the different stations along the Riverside-Redlands and Corona Lines.

Disposition: These are being installed as fast as possible.

That passengers leave cars from the wrong side between 14th and Main Sts. and Tyler, account of gates not being sufficient to prevent them from getting off under them.

Disposition: This matter has been referred to the Mechanical Department, but no action has yet been taken.

That there should be hat check holders on the 200, 400 and 500-class cars, for the reason that placing these checks in the curtains, or handing them to passengers, is very unsatisfactory.

Disposition: Referred to the Mechanical Department. No action taken as yet.

That there is much oil on the tracks in front of Market Street Station, Riverside, due to cars standing there, which makes the rails slippery.

Disposition: This has been attended to.

That conductors on the Riverside-Redlands line are not calling their trains in the waiting room at Riverside.

Disposition: This has been corrected. That on account of trying to make a good coasting record, motormen allow their cars to coast up to the stopping point before applying the brakes, causing the wheels to slide.

Disposition: This practice has been stopped by bulletin.

That the running time on the Victoria-Fairmont line is too fast when travel is heavy.

Disposition: This matter has been taken up and a thirty-minute schedule suggested.

New Business

By P. S. Corl, that the same rate apply on the school house stop as on the gravel pit, on the Riverside-Redlands line, going in both directions, as they are only about 200 feet apart.

Disposition: Referred to the Traffic Department.

By C. W. Poole, that the Mechanical Department men be supplied with passes when repairing cars out on the line, as oftentimes they have to ride a good distance, and should have transportation.

Disposition: Referred to Mr. Gilbert.

By C. Curle, Storekeeper, that motorman's windows cost \$5.00 apiece, and the trainmen should be more careful when turning trolley not to break same.

Disposition: Referred to Mr. F. E. Peachey.

By H. F. Smith, 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: Referred to the Electrical Department.

By F. H. Smith, that the brakes on some of the busses make a screeching noise when applied, and people living near 4th and B. Sts., San Bernardino, complain of this during the night.

Disposition: Referred to Mr. Gilbert.

By Motorman Eldridge, that it is very hard to make the schedule on the Colton-Arrowhead line on account of the increasing travel and that the running time should be lengthened out five minutes each way if possible.

Disposition: Referred to Mr. F. E. Peachey.

By Motorman Eldridge, that Motorman G. W. Bosley is holding a passenger run and working freight.

Disposition: Referred to Mr. F. E. Peachey.

By G. W. Bosley, that the trees north of the tower at Bloomington need trimming so that the home board be more visible, also trees located at Rialto and F. Sts., San Bernardino, be trimmed for the same reason.

Disposition: Referred to Maintenance of Way Department.

By G. W. Bosley, that the foot-boards on motors Nos. 1556 and 1560 have round corners, which might cause an accident when boarding same, and on all other motors they are square, and suggests that they be made uniform.

Disposition: Referred to J. Gilbert.

By G. W. Bosley, that yard limit signs be placed at Congress on account of switching that has to be done at that point. As it is now, one man has to protect and it leaves only two to do the work, which causes delay, and there is a grade at this point. One night last week there were sixteen cars handled through this transfer, the capacity of which is only for fourteen.

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

By W. W. Cooper, that springs on 500-class cars have too much tension.

Disposition: Referred to the Mechanical Department.

By W. W. Cooper, that the last two or three weeks our trains have been delayed from five to fifteen minutes at Colton, due to the fact that the switching crews failed to clear the tracks, and sometimes when our trains

are ready to operate they will deliberately pull out in front of them.

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

By P. R. Perry, that many pads of triplex tickets are not folded properly, which causes the wrong destination to be punched on the return portion of ticket.

Disposition: Referred to Traffic Department.

By B. F. Moore, that the Salt Lake leaves the main line switches open at Crestmore while switching in the yards.

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

By James Gilbert, that some motormen use too much fuse wire on the pump; should not be over 5 amp, supply of which is kept in the fuse box.

Disposition: Referred to Mr. F. E. Peachey.

By G. W. Bosley, that the 200, 400 and 500-class cars be supplied with Kill Fire equipment, for the reason that only a few mornings ago a 200 class car caught fire in San Bernardino yards and, as it happened there was a 1200-class car standing near from which an extinguisher was secured. If it had not been for this, it might have caused considerable damage to the car.

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

By G. W. Bosley, that the switches in shop siding yards be changed from rigid to springy on account of the numerous split switches caused by trainmen switchin in the yards being used to spring switches.

Disposition: Referred to Maintenance of Way Department.

On account of musicale held at the San Bernardino High School it was necessary to adjourn the meeting at 9:00 P. M. to handle the crowd, thereby curtailing the meeting and, for that reason, the subject of flat wheels was not taken up. Mr. Finley whose term as Chairman expired, was re-elected for another three months.

The next meeting will be held at Riverside, Tuesday, June 8th.

F. E. PEACHEY,
Secretary.

SOUTHERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Southern Division trainmen was held at the Pacific Electric Club, on May 18, at 8:00 P. M.

In the absence of Chairman Mulligan, Motorman J. A. Grey was elected temporary chairman.

Approximately twenty trainmen were present, also Superintendent Davis and members of the staff.

Unfinished Business

Installation of overhead on cross-over on San Pedro street, between 7th Street and turnout to viaduct.

Disposition: Mr. Anderson of the Electrical Department, reported that the improvement would be made.

Relocating whistles on motor cars and locomotives.

Mr. Bishop of the Mechanical Department stated he did not believe that the change would be practical.

Chairman Grey explained that he had worked on a system where the whistles were located on the tops of the cars and did not prove satisfactory; the existing location is much better.

Chairman Mulligan at this point entered the hall and took the chair.

He stated that he had made it a point to talk with quite a number of motormen and the opinion was expressed that no change should be made.

Disposition: Change in the location of the whistles not recommended.

Proposed signing up duns by extra men in rotation, according to seniority.

Disposition: No action taken; carried over to next meeting.

New Business

By Mr. Flothe, there should be something done to improve the motorman's goings; hard to operate account of friction of cord passing through roof and headlining.

Disposition: Mr. Green of the Mechanical Department stated that a new type of gong was replacing the present gongs as fast as the cars go through

the shops. In the meantime will try to keep them serviceable.

By Mr. Flothe, that there are some conflicting conditions in current time tables; here are some examples: Train 330, Newport line, is due at Compton 11:20 A. M. and at Watts at 11:28 A. M.

Train 724, San Pedro line via Dominguez line, is due at Compton at 11:18 A. M. and at Watts at 11:25 A. M., and does all local work between Compton and Watts, with one minute less running time.

Train 218, Santa Ana line, is due at Watts at 11:26 A. M., and usually arrives at Watts ahead of 724, resulting in 724 and 330 arriving late at terminal.

Another comparison:—Train 812, San Pedro via Dominguez, is due at Dominguez Junction at 8:13 A. M., running local; train 326, Newport line is due at Dominguez Junction at 8:14 A. M., running limited.

Train 812 has only 13 minutes to go to Watts, picking up passengers, while train 326, is allowed 12 minutes, with no stops.

How does it appear to passengers on 326, a limited train, dragging along behind 812, which is making all the stops.

Trains should be scheduled five minutes apart.

Disposition: Mr. Davis stated correction would be made with the next time table change.

By Mr. Flothe, that whenever a boat is to be met at Pier A, a practice is to use the small 500 class cars, or some other slow type of equipment, and cars not always clean. Have heard quite a few remarks on this.

Disposition: Mr. Davis stated that the arrival of boats is always more or less indefinite and can only provide such equipment as is available.

By Mr. Flothe, that additional toilet conveniences be provided for trainmen operating on viaduct; only one available and too many men do not find it always accessible.

Disposition: Conditions will be looked into and remedied if possible.

By Mr. Flothe, that ahook or some other means be provided to hold drawbars over to one side, so as to keep them clear of fenders.

Mr. Green stated that some six or seven years ago all cars were provided with hook and link, but they were never used.

Disposition: It would not appear that this feature is important enough to warrant the expense of making the change.

By Mr. Flothe, that on run 261, Long Beach Local lines the last trip should be allowed 20 minutes running time, instead of 15 minutes, account usually a heavy load.

Disposition: Mr. Davis will look into it.

By Mr. Oriva, that there is too much oil and grease on couplers, resulting in trainmen ruining their uniforms when handling fenders.

Mr. Green stated that it was necessary to lubricate the knuckles, but if too much oil were being used he would take necessary steps to remedy.

By Mr. Murphy, that he wished to question the seniority of Motorman S. E. Hallam, who apparently had been allowed motorman's seniority from the day of entering service as a conductor.

Mr. Davis explained that Mr. Hallam had signified his intention of entering as a motorman, but as he needed both conductors and motormen, he had been given a conductor's outfit and accordingly been listed as a conductor, and after the force had been built up and operation had become normal, he allowed Mr. Hallam to go on as motorman.

Mr. Murphy stated that under ordinary conditions it might be all right; but that Mr. Hallam, while acting as an instructor, had bid in run 276 as a conductor; this action on his part should be sufficient to establish his seniority as a conductor and not as a motorman.

Mr. McCulley says that while Mr. Hallam may have bid in the run as a conductor he did not work it.

Mr. Mulligan stated that it was his recollection that Mr. Hallam also bid in as conductor on line car.

Disposition: Mr. Davis stated he would look up the bids and if Mr. Hallam bid in any run as a conductor, he would have to stand by it.

By _____, that there is some complaint that certain men are doing all the relay work and getting in fourteen hours or more per day while many extra men were only getting in seven hours.

Disposition: Mr. Davis stated the matter had been called to his attention and he had today issued instructions that extra men should be called first for relay work.

Recommended that station landing at Hawthorne should be filled in; too low.

Disposition: Referred to Maintenance of Way Department for attention.

Recommended that the ground be filled in and leveled up at Southern Pacific Crossing, Wilmington.

Disposition: Referred to Maintenance of Way Department for attention.

Recommended that weeds be cut on La Habra line, particularly in the vicinity of Oleo, where they are so high they obstruct the view of switch targets.

Disposition: Referred to Maintenance of Way Department for attention.

Mr. Davis directed attention to the value of attending the meetings, and stated he was glad to have these questions brought up as it showed an interest in the work; and while it was not always possible to comply with all the suggestions and recommendations offered, nevertheless it was a good thing for all concerned to get together and talk them over.

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

C. H. GRACE,
Secretary.

WESTERN DIVISION TRANSPORTATION MEETING

The regular monthly meeting of the Western Division of trainmen was held on May 18, at 8:15 P. M. in the Committee Room, Pacific Electric Club, Chairman A. J. Speak, calling the meeting to order.

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

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

New Business

That signs on South Hollywood-Santa Monica Boulevard should read "South Hollywood-Santa Monica Blvd. to Highland Ave. only."

Disposition: Mr. White stated that we really should have three sets of signs on these cars, in order to clearly define their destination, but that this was impracticable.

That curtains be fastened to each end of car which could be pulled down to protect motorman's vision from glare of lights inside the car.

Disposition: Mr. White stated that these curtains were something that were urgently needed; that arrangements had been made to equip all cars with them as fast as they went through the shops, two cars having been already so equipped.

By Mr. Pierce that we issue a pamphlet similar to that issued by the Los Angeles Railway Company showing the routing of cars.

Disposition: Mr. White stated that this matter had been brought up on a number of previous meetings; that it was within the jurisdiction of the Passenger Department, and that he understood that they were now giving the matter consideration.

By Mr. Clayton, that changes in time schedule be advertised in newspapers, for the benefit of the public; also that in advertising matter Pacific Electric cars be designated as "Red" cars, similar to the Los Angeles Railway's method of advertising their cars as "Yellow" cars.

By Mr. Grover, that trees obstructed

motorman's view on the Sawtelle line. Disposition: Referred to Safety Committee.

That cars at Ocean Park carhouse were in an extremely dirty condition. Disposition: Mr. White stated that he knew this condition existed, but that it was caused by inability to secure car cleaners at that point.

That there is more or less misunderstanding on the part of conductors as to whether they are correct in lifting expired transportation.

Disposition: Mr. White stated that this is the correct procedure and was inaugurated as a means of putting a stop to the offering of bogus transportation.

Ex-Chairman Bart Shangle made a short address commenting with satisfaction on the forcible manner in which some of the trainmen are presenting their complaints and recommendations, stating that it was his belief that matters brought up in a forceful way would be conducive of better results for all concerned, and also enable the Superintendent to get a more concise idea of the matters in question.

Mr. White explained that many of the matters that were brought up at trainmen's meetings, while they seemed on first thought to be matters that should have immediate attention, were in reality matters involving a large amount of work and more or less difficulty in bringing them to a conclusion, and the trainmen should take this into consideration and not become impatient if results were not immediately evident.

There being no further business, the meeting adjourned at 10:15 P. M., to partake of ice cream and cake in the Auditorium.

J. M. WALTON, JR.,
Secretary.

PE

ROUTING OF CARLOAD FREIGHT

G. F. Squires, Associate Editor

The function of checking and quoting freight rates from the many files of tariffs requisite to maintain a reliable source of transportation cost information constitutes to some individuals a profession about as interesting as that of dusting off pebbles on a desert, while to others it becomes a fascinating and honorable profession involving an intensely interesting and scientific study of the many factors to be considered in developing with any degree of accuracy as to what constitutes a reasonable charge to be made for the service of transporting freight.

Coupled with the question of transportation charges in connection with freight traffic is the matter of proper and improper routing instructions, wherein lies the source of much trouble if at any time negligence is allowed to creep into the daily operations of our Local Freight Agents or Rate Clerks.

With a view of reducing to a minimum routing violations it is of extreme importance that careful attention be accorded the question of routing and that a more earnest and sincere effort be put forth to thoroughly familiarize yourself with the provisions of this Company's INTERLINE WAYBILLING INSTRUCTIONS NUMBER ONE, issued by our Accounting Department and the application of this issue in connection with tariffs governing the movement of traffic over both rail and water carriers.

The law provides that the proper charge on any shipment is the tariff

rate via the route over which the shipment moves and in order to secure desired delivery to industries, plants or warehouses and avoid unnecessary terminal or switching charges, the shipper may direct as to terminal routing or delivery of shipments which are to go beyond the lines of the initial carrier and such routing instructions must be observed by the carrier under normal conditions otherwise misrouting claims would result.

Ordinarily carriers may not disregard the instructions of shippers as to intermediate routing except where specific tariff reservation exists allowing the carrier to dictate the intermediate route.

The Interstate Commerce Commission have recently issued Service Order No. 1 which instructs all concerned that due to shortage of equipment and congestion of traffic that such existing emergency warrants railroads to forward traffic to destinations via routes most available to expedite its movement and relieve such congestion, without regard to routing thereof made by shippers or by carriers from whom the traffic is received. As the Commission deems such disregard of routing instructions as being due to the carrier's disability the ruling is made that rates which were applicable over designated routes on date of shipment will be observed in connection with traffic routed in the interests of expeditious handling.

In the absence of specific through routing by shippers it is the duty of the agent of the carrier to route shipment via the cheapest reasonable route known to him, via which rates exist which can lawfully be used. This places upon agents responsibility and urges the necessity of using particular care in supplying routing instructions for such traffic.

Billing instructions furnished by shippers which include specific routing instructions should be checked against tariff and circular routing regulations via originating agents and any discrepancy called to the attention of shippers.

Through oversight or misunderstanding of billing instructions routings have been observed on waybills which were impossible of performance, junction points and participating carriers have in some cases been shown in such manner as to necessitate back hauling; roads have been inserted which did not serve particular junction points shown, all of which eventually resulted in the carrier responsible for misrouting being called upon to assume liability.

Many violations cited above have occurred, particularly in connection with traffic destined to northwest territory governed by tariffs of the Pacific Freight Tariff Bureau, which rates are in the majority of cases applicable only via specified routes including junction points shown. It may be observed that Auditor's way-billing instructions will in such cases make reference to tariffs for routing provisions.

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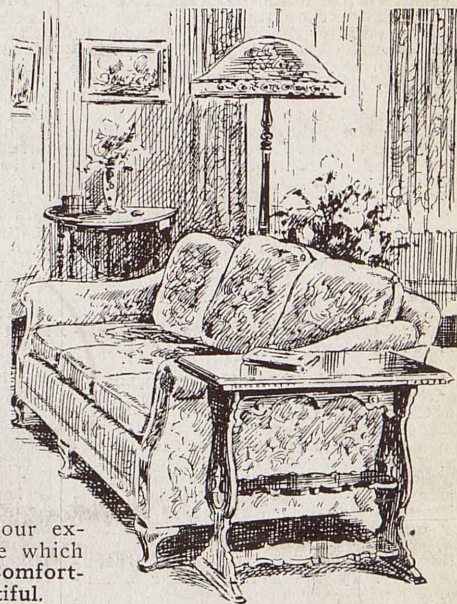
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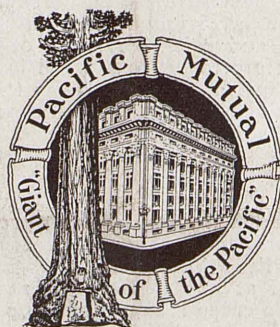
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