



The Pacific Electric MAGAZINE

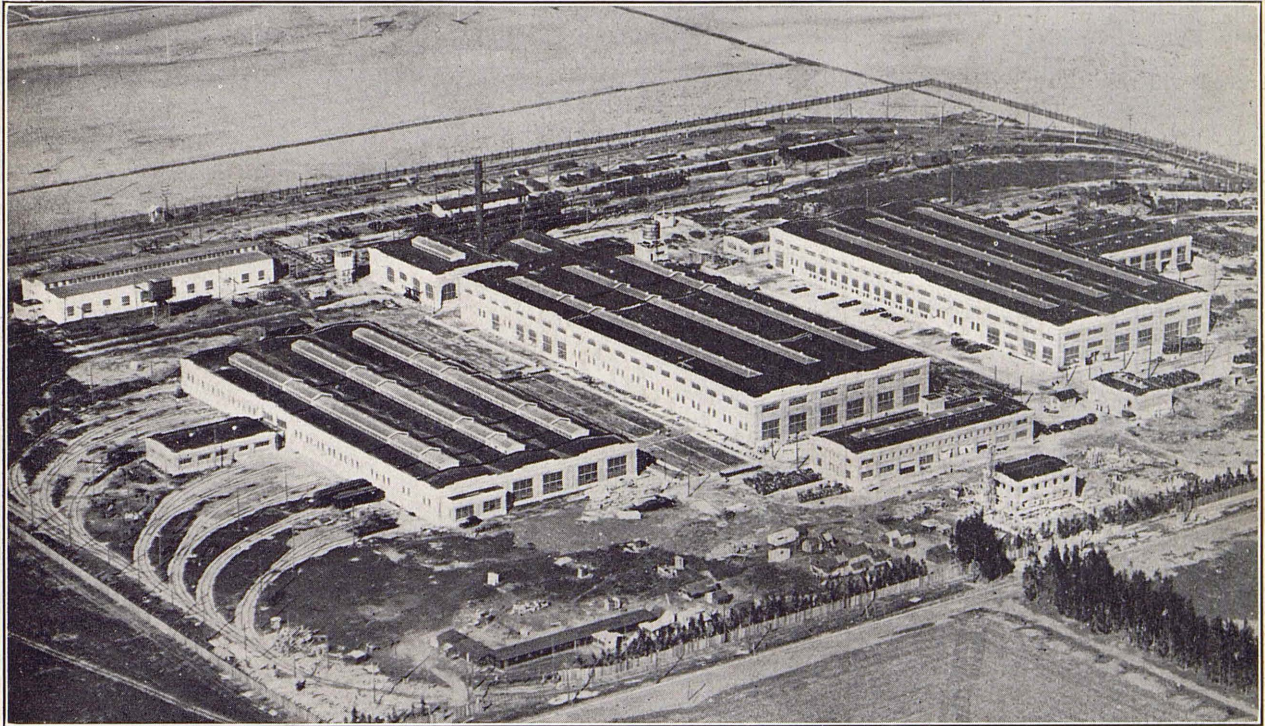


ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 4

LOS ANGELES, CAL. MARCH 10, 1920

No. 10



Above is an unusually fine picture of our new shops at Torrance, taken by the Stagg Photo Service of this city just a few days ago from an airplane secured for the purpose.

The building in the right fore-ground is the Mechanical Department Office, now nearing completion; directly behind it is the new Stores Department building; to the right of this a small building with Oil Room and in the larger group, from right to left, the Forge Room, Electrical and Winding and Machine Shop units; the central large building is the Electric Shop; large building to the left is the Woodwork and Paint Shop; to the rear of the central building is the Powerplant, Cernice Works, Welding Rooms and other adjunct departments.

Full description of this wonderful new plant was given in the December number of the Magazine.

FREE TRANSPORTATION, ITS USE AND ABUSE BY EMPLOYEES

By H. G. McDONALD
Chief Clerk to Vice-President

Through the courtesy of the Company, pass privileges have been extended to its employees that are not enjoyed by employees of many other electric lines in the United States. It seems however, that some of the employees either do not understand the proper use of such transportation or do not fully appreciate the courtesy that has been extended. I will first outline briefly, the pass and reduced rate transportation privileges that have been extended to the employees:

1. Coupon Pass books, good to and from work.
2. One trip pass (to any point on the system) per month, during first year of service.
3. Two trip passes per month during second year of service, and until Meritorious Service passes are issued, including each of his or her dependents.
4. Upon completion of Five years of service, a meritorious service pass may be issued to the Employee,

GOOD OVER THE ENTIRE SYSTEM.

5. Upon completion of Eight years of service, a meritorious service pass may be issued to the ENTIRELY DEPENDENT members of an employee's family.

6. In addition to the above, half rates may be issued, as requested to employees and ENTIRELY DEPENDENT members of an employee's family, including commutation books.

It was also arranged several years ago through the courtesy of the various steam and electric lines, to grant transportation as follows:

1. One year or more of service, half rates may be granted to an employee over foreign lines for self and entirely dependent members of his or her family.
2. Five years of service, or more, request may be made for trip pass transportation (not more than one each year) within the discretion of the

Head of Department for an employee over foreign lines. The Company does not attempt to guarantee compliance with such requests, as it is entirely a matter of COURTESY, not only on the part of the foreign lines, but this Company as well.

The foregoing warrants the statement that the Company is very liberal in the matter of transportation, and it is to be regretted that SOME are abusing the privileges extended, making it necessary to discontinue the issuance of the "CARD" pass and adopt the "COUPON SINGLE TRIP PASS BOOK" requiring that a coupon be furnished for each trip made, showing the date, points between which travelled and signature of the user. It has been found that fictitious card pass numbers have been called to conductors during crowded condition of cars, card passes loaned to persons not entitled to free transportation, FAILURE of employees to show card pass to conductor each time used, re-

ardless of whether known or not, and the attempt of some employees to use card passes, coupon books and identification (trainmen) cards between points not authorized thereby. With the use of coupon pass books the Conductor has SOMETHING to show for the passage of every employee on his train and a complete record for the trip made. The cancelled coupons will be checked carefully against the Office records and any abuse of the pass privileges extended will result in a forfeiture.

Conductors should be governed by the following in the acceptance of Card pass and book form of transportation regardless of the distance to be travelled:

1. The Card Pass, Identification (trainman) Card, and covers of pass books MUST BE SHOWN to Conductor by user thereof for inspection. This regardless of whether conductor is familiar with number of Card Pass held by employee.

2. Refusal of Holder of Card Passes or Pass Books to show same on request will warrant Conductor collecting fare and reporting the incident to his Superintendent for proper attention.

3. The attempt of Holders of Card transportation or Pass books to use same between points other than provided on the cover will mean forfeiture thereof. Conductor will take up the Pass and collect fare, sending the lifted transportation with a report covering to the Superintendent.

4. The coupons of Pass books are marked "Void if detached" and Conductors are to refuse acceptance of coupons that do not correspond with covers of book.

In order to assist Conductors and simplify the checking of cancelled coupons, pass books will be issued in distinctive colors as follows:

Employee Meritorious Service Pass—Yellow covers and coupons.

Employee Duty Pass book—Limited—Blue covers and coupons.

Exchange Pass Book—Not good for local fare or transfer. Good between ALL STATIONS—Pink covers and coupons.

Exchange Pass Book—Limited. Not good for local fare or transfer—Green covers and coupons.

Public Employees and Officers—White covers and coupons.

These books will be issued in the near future, just as soon as the stock is received from the printer.

The Conductors should be thoroughly familiar with the use of free transportation, and if in doubt regarding any feature in connection therewith, should make inquiry of any representative of the Transportation or Passenger departments; or information will be cheerfully given by calling on the Pass Bureau.

It is hoped that every employee will co-operate in the strict observance of pass rules and regulations and promptly report any abuse of the pass privileges that may come to his or her attention, in recognition and appreciation of the COURTESIES extended by the Company.

FREIGHT TERMINAL NOTES

G. W. ORR, ASSOCIATE EDITOR



PORTION OF OFFICE FORCE

TOP ROW, LEFT TO RIGHT—Salazar, Revising Clerk; Orr, Asst. Agent; Post, Asst. Cashier; Sealy, Expense Clerk; Fenimore, Posting Clerk; Leary, Claim Inspector; Evans, Chief Claim Clerk.
CENTER ROW—Bent, Expense Clerk; Morrison, O. S. & D. Clerk; Capes, Chief Car Clerk; Mrs. Daisy Garner, Telephone Operator; Price, Car Interchange Clerk; Coahran, Statistic Clerk; Sentaer, O. S. & D. Clerk.
LOWER ROW—Mr. Mann (standing), Terminal Freight Agent; Howard, Stenographer; Markel, Clerk; Stahl, Collection Clerk; Lipschultz, Clerk; Lipschultz, Clerk.

Introducing to the Pacific Electric Family a Sub-Department of the Transportation Department known as the Los Angeles Freight Station, the force of which consists normally of 38 clerical men and warehousemen numbering 75.

Eighty per cent of our force belong to the Pacific Electric Club, and we are now represented on the Executive Committee. Mr. Thomas has promised us space in the Magazine for our personal notes, etc. This makes us feel all the more a part of the Pacific Electric Family, and we appreciate the granting of representation.

A brief outline of the methods followed and amount of business handled through the station would perhaps be interesting to some of the readers of the Magazine.

During the month of January this year various shippers in Los Angeles delivered to us for forwarding 8,489,280 pounds of freight.

This came to us on 4,160 trucks and wagons and was loaded out in 945 cars. In this tonnage there were 12,230 shipments which necessitated the making of 5,028 waybills.

This freight as it is put off wagons at our outbound warehouse is routed to the car designated to receive it by Check Clerk who gives the trucker a truck slip which by color and number indicates the block

in which the car is standing, which car has a corresponding number hung on the side.

The trucker who originally handles the freight from the wagon at the front of the warehouse does not go into the car but leaves freight on truck at the rear of the house from which point it is picked up later and taken to car according to block number shown on truck slip. These slips are hung in car and inspected several times during the day to make sure that freight has been loaded in the proper cars. This manner of handling is known as the Drop Truck System, and under this plan tonnage can be received from the shippers with despatch which is pleasing to them as it means the quick releasing of their trucks.

This system of handling also has another redeeming feature in as much as it reduces the hazard of freight going astray. While we are not perfect we pride ourselves on our loading record, very few shipments getting in the wrong car.

The most of the less than car load business originating at other stations on the Pacific Electric passes through Los Angeles where it is transferred and consolidated with other freight for the same destinations.

The inbound less than car load

freight for the same month totalled 8,960,780 pounds which was unloaded from 665 cars. The greater part of this tonnage comes to us from Wilmington where it is delivered to our line by steamers which collect it from points along the Coast from San Diego to as far north as Vancouver, B. C.

It required the making of 10,209 freight bills to cover the delivery and collection of freight charges on this tonnage.

The larger percentage of this freight is handled by six of the larger truck companies, and to each of which space is assigned in the Inbound Warehouse where their freight is stowed. A certain section of the warehouse is assigned to each letter of the alphabet and freight for consignees not served by truck companies is piled in order in these sections.

The Inbound Warehouse is generally a busy place during the morning hours when the bulk of the deliveries are made, and during the month 2,700 trucks and wagons were despatched from the station loaded with goods for various consignees.

Exclusive of less than car load business 6,323 carloads of freight were handled through the Terminal during the month, all of which required more or less clerical work on the part of Freight House employees.

The handling of this amount of business with the minimum of errors and to the satisfaction of all requires conscientious endeavor and cooperation on the part of all, and it is thru this alone that we have been able to keep up to a high average our record of efficiency.

PAUL H. MANN,
Terminal Freight Agent.

—PE—

If you will look in the picture of our Warehouse Force you will in the lower row to the left notice a broad smiling face—this is the everlasting smile of (Old Black Joe) Holloway, our faithful janitor. He has been in the service for 20 years, and he don't look a day older than when he went to work for the Company. He says that "Smile" drives dull cares away, and this is why at the age of 60 he feels only 40.

—PE—

H. Jodon who was on the night force for several years is now working days, and the report is that he has gained 15 pounds in weight.

—PE—

Mr. O. C. Black who has been with us several years as Check Clerk has been promoted to the position of Asst. Foreman to succeed Mr. Sisson.

—PE—

The installation of toilets, wash room, and lockers in the Inbound warehouse has been completed. These conveniences are very much appreciated by the men.

—PE—

C. W. Christian Check Clerk who has been in the hospital for the past three weeks, there undergoing an operation, has resumed his duties. He speaks very highly of the treatment he received while at the Crocker Street Hospital.



DAY WAREHOUSE FORCE

TOP ROW, LEFT TO RIGHT—Kammer, Anderson, Perry, Johnson, Moreno, Gilbert, Umberger, Roy, Elias, Leavenworth, Peterkin, Pardee, Pressnall, Hon. Lindsley, Demmattia.
CENTER ROW—Smith, Greenbaum, Adams, Van Liew, Messenger, Stanton, Dahlstrom, Graham, Maddox, Page, Mueller, McCance, Bo, Woods, Elmore.
BOTTOM ROW—Black (Asst. Foreman), Holloway, Grimand (Asst. Foreman), De Haven, Finney, Tafoya, Barnes, Llewellyn, Roberts, Reynolds (General Foreman).

On Feb. 8, 1892, 28 years ago, Andrew P. Larsen who is one of our faithful employees went to work for the old L. A. & Redondo Ry. Co. He states at that time the Company was a narrow gauge road, having the following equipment:

- 1 17 Ton Engine (Wood and Coal burner, named the "Lawrence.")
- 2 25 Ton Engines (Wood and Coal burners), one named the "Ainsworth," and the other "Thompson."
- 4 Passenger Coaches, seating 32 people each.
- 10 Box Cars, 10 ton each.
- 15 Flat Cars, 10 ton each.

The smaller engine could pull two passenger coaches and would make two round trips from Los Angeles (Jefferson and Grand Ave's- to Redondo daily.

The other engines could pull four box cars of freight, and he recalls many a time when they would stop along the road and throw in a few ties to fire up.

Andrew during the past twenty-eight years has put in many a hard knock for the Company that he has served and while he shows it some he is still conscientiously doing his bit.

—PE—

M. S. Algec former Yard Clerk in this department has accepted position as Yardmaster's Clerk and we understand he is very much pleased with his new position.

—PE—

Samuel Sealy now has charge of the expense desk. This promotion of one of our younger boys goes to show that it does not take long to secure a higher position when merit is shown.

F. L. Reynolds, General Foreman, wishes to thank all his friends and fellow workmen for the beautiful flowers and sympathy extended to him in the loss of his mother.

—PE—

Edw. L. Markel has been appointed Correspondence Clerk in the Cashier Department to succeed P. Barlow who has resigned to accept position with the Union Tool Co. at Torrance.

—PE—

Our congenial telephone operator Mrs. Daisy Garner is very much pleased now that the Yardmaster has a clerk to answer the phone, and says that her trouble will all be over when she gets another line to the Car Clerk's desk, which is located in the yard office.

—PE—

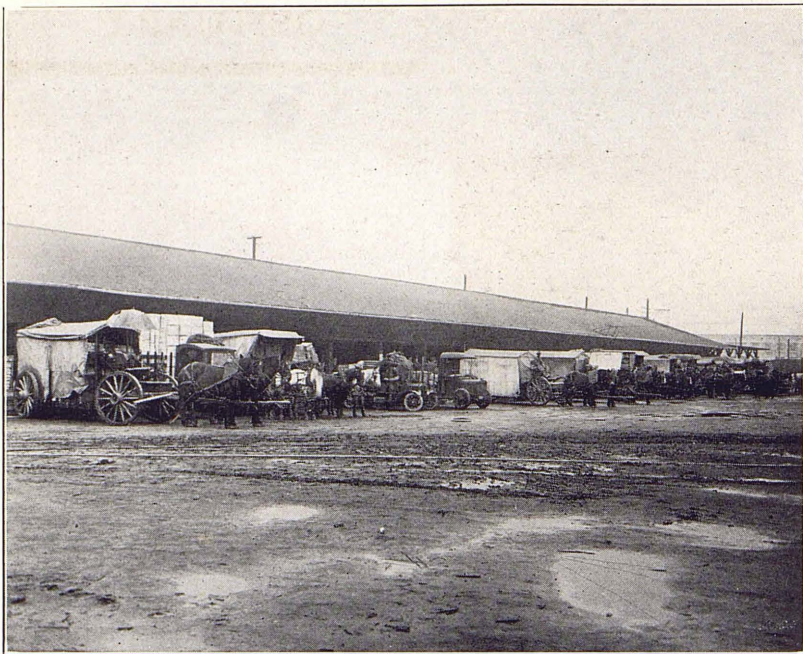
A good many of us have been wondering why it takes Charlie Chilton three days to check out a carload of freight at the Cook-McFarland Warehouse. Some attraction there, but what is it?

—PE—

G. J. Nutsford and J. Zimmer who have been working days for some time have been transferred back to the night force. They were glad to go back on the night shift as they claim daylight hinders their vision—well I suppose that's so, they having worked nights for several years.

—PE—

Mr. A. K. Sisson who has held the position of Asst. Foreman has resigned from the service after having been with the Company ten years. He goes to accept a position with the Thos. H. Ince Co., and while his co-workers regret very much his leaving they wish him success in his new undertaking.



View at the Inbound Warehouse Showing Trucks Lined Up to Load Freight

C. H. Chilton our genial clerk in the routing office leaving for home one evening after his days work, at the corner waited for a yellow car. Also a lady waited, she had a grip. Chilton had with him a bag of eggs which he valued very highly. The car arrived—he stepped aside to allow the lady to board the car first, which was proper. The lady in paying her fare set the grip in the aisle and took a seat. Mr. Chilton followed—over the grip he fell eggs and all—breaking the costly hen fruit also his knee. Chas. requested the lady to pay for the eggs, which she refused. Chilton picked up what was left of the eggs and deposited them in the lady's lap and got off at the next corner—talking to himself.

— PE —

H. E. Fenimore brother of Mr. C. C. Fenimore, Chief Clerk to Mr. Ward, Purchasing Agent, has accepted position in the Cashier's Office and is taking hold of the work exceptionally well.

— PE —

Announcement is made by Vice-President Titcomb of the appointment of C. Mort Stuart, Manager of the P. E. Club, as Manager of the P. E. Vacation Camp, to succeed Mr. E. C. Thomas, who in the future will devote all his time to the Traffic Department under Mr. Smith.

Mr. Stuart's success in Club matters since he was promoted from Assistant Manager to Manager is sufficient guarantee that the affairs of the Camp will be properly and efficiently handled. It goes without saying that a great many of our employees will look forward to many pleasant days at our mountain home during the coming season.

At the proper time Mr. Stuart will have his announcements to make relative to arrangements and camp details.



PACIFIC ELECT

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

The reason one conducts a business is to get money for something one has to sell. If we are selling transportation we cannot get the money by leaving passengers standing in the middle of the street.

— PE —

Just south of Pico Street, on February 8th, a good-looking motorman passed up a woman and her daughter because they were at the curb, trying to hop across a gutter full of water, instead of being put out in the street. It was raining "cats and dogs" and I wonder what he would have done had it been his mother and sister, or his wife and daughter, out there in the rain. Huh! They were somebody's women-folk.

— PE —

The Student Instructor who had three Student Conductors on an inbound Edendale car at 11:00 A. M., Sunday, February 8th, said a wise thing when he remarked that "if everyone radiated with smiles it would make it easier for everybody." Learn to meet 'em with a smile, Mr. Student; a smile is catching and the right kind of a smile (not the made-

to-order smile) will disarm a chronic kicker more times than not.

— PE —

We noticed it in the Accounting Department:—The ink called the blotter an old soak, then the fight started. The ruler goth her foot into it, inch by inch, and, instead of helping her cut, the stamps stuck to the envelopes and let the pen holder. The keys were in a bunch, so the pencil lead them away and let the paper weight.

At this stage of the battle the paper knife stepped in, cut out the fight and silence reigned supreme.

— PE —

An old lady boarded a San Gabriel car by mistake for the Sierra Vista and tried to get off at the Santa Fe crossing, but the motorman started too soon for her and she was carried to Covina Junction. This did not take her out of her way, but would that motorman have taken a chance on breaking his old mother's bones by throwing her off the step. Boys, some day maybe your mother will be older and more feeble and nervous than she was when she brought you into the world.

— PE —

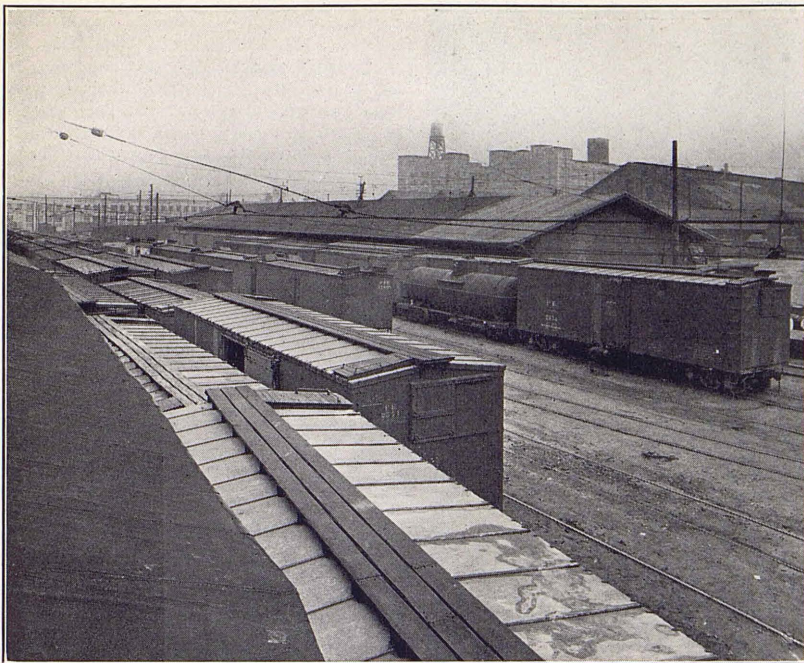
I noticed that motorman on car 442, cutbound, February 17th, wait at Oxford Street for the couple who were not at the stop sign. They were only a couple of car-lengths away and were running and it was good business to hesitate a little for them. It was pretty dark to notice the stop sign, and besides, they may have been strangers. Very often some little good impression of our service may decide a person on locating in our territory, which means that we get their business regularly.

— PE —

Here's a "snap": take 1 cup sugar, 1 cup molasses, 1 cup butter (or any kind of shortening), 1 tablespoonful ginger and 1 teaspoonful soda dissolved in as little water as possible; then STIR in as much flour as possible, but do not KNEAD it in. It will stir in more evenly if you warm the ingredients. Then pinch off pieces of the dough and roll between the hands to a size of a large marble. Leave spaces between them in the pan as they will spread; bake in a moderate oven and leave in the pan until cool. They are FINE and will keep a year if little fingers do not get into the jar. Have your wife (or your best girl) try this real, honest-to-gosh recipe.

— PE —

Mr. Roy Cheever, Executive Secretary, Vice-President's office, left on February 7th for San Francisco to take up temporary duties in the office of Mr. William Sproule, President of Southern Pacific Company. We know that Mr. Cheever will perform the duties assigned to him in his usual capable and efficient manner and that his extreme amiability and humor will win for him as great a host of friends in the position he now holds as he left behind him. His genial countenance is missed very much by his Pacific Electric associates and his friends will welcome him home.



View from Roof of Outbound Warehouse Looking West Towards Inbound Warehouse Showing Cars Spotted to Load and Unload. (Terminal Market Buildings in the Background.)

TREASURY and ACCOUNTING NOTES

J. L. SMALE, ASSOCIATE EDITOR

ACCOUNTING DEPARTMENT: By Mr. Gilbert

First and foremost our genial colleague Mike Levin has gone and got married. We had almost concluded that his auto was his affinity, but we were mistaken. We hope he won't let it form a triangle in his married life, but rather that it may add to the happiness of both he and his chum.

Mr. Hershey, who has long been a constant attendant at our daily gatherings, has departed to engage in ranching, which seems to be his heart's desire. Friend "Bob" Labbie has succeeded to Hershey's "position" and although he is a small package we expect to see him do great things.

Herman Grenke, lately from gay "Paree" has succeeded to Arthur Johnson's "job" in the Pay Roll Bureau, and it is presumed that his army discipline will keep things right up to the minute in the busy office of writing checks and making deductions therefrom.

Miss Marie Shryer has retired from active material employment to devote her time and talents to the art of healing along the "Christian Science" lines. May success attend her efforts.

There is a promotion staring S. O. Carruthers in the face, but he is detained at home by illness. We have a number of minor changes among the boys and girls by the new heads of departments for the general good, especially of the said boys, and girls.

We have had additions to our stenographic bureau, that promise to build up the efficiency of this department. It is a sight to see them finger the keys like a racing auto and read copy at the same time.

Miss Davi made a flying trip to Sacramento on Washington's birthday to visit her sister, and reports having had a pleasant trip.

This is our busy time with annual reports, income tax returns, etc. Mr. Lovell has just returned from a business trip to New York and is now prepared to inform all desiring to know, the official amount of wages earned during the past year for use in make up Income Tax returns to the U. S. Government.

MORTUARY FUND PAYMENTS

Since last reported four deaths have occurred among the employees who are members of the Mortuary Fund Association, payments being made as follows:

S. E. Tolles.....	\$425.00
G. A. Bigelow.....	350.00
L. J. Good.....	350.00
J. I. Spiegler.....	350.00

Note: Referring to the last three names, amount shown, \$350.00, represents money advanced prior to collection of deduction to protect family. Upon collection of deduction of fund an additional payment will be made in each case sufficient to bring the total to approximately \$425.00.

Total membership in Mortuary Fund at the present date is in the neighborhood of 1700.

OBITUARY

Mr. Good a Trainman of the Southern Division passed from earth at his home in Long Beach since the last issue of the Magazine. He was born on January 20th, 1874 at Shannon, Pa., coming to the Pacific Electric on September 22nd, 1915 and previous to that time had been a mining engineer. He is survived by a wife who has the sincere sympathy of all.

Geo. A. Bigelow

Mr. Bigelow passed away at his home in Pasadena after a long illness and was one of the older men in platform service of the Company, having come to this system in April, 1909.

He was born April 24th, 1866 at Northboro, Mass., and had previous to his employment here worked on the electric roads of Chelsea, Mass. and Bridgeport, Conn. A wife and one child survive him.

J. J. Spiegler

Death of Mr. Spiegler occurred recently and at the time of his death he was employed as Flagman on the Northern Division and had previous thereto been in train service.

He was quite well known to many of the train employees, but data relative to his demise has not been obtainable. Sympathy is extended to his bereaved relatives.

PE

DEATH OF FORMER EMPLOYEE

Many friends in this Company will learn with regret of the death of Mrs. Alta Leonora Martin, formerly Alta McKinley, who for a number of years was a member of the Information Bureau Staff with this Company, her death having occurred at Pueblo, Colorado, February 10th, 1920.

Mrs. Martin's death occurred as the result of pneumonia after an illness of only a few days. Interment was made in Brown Cemetery at Gallatin, Mo., on February 14th.

The passing of Mrs. Martin was quite a surprise and received with sincere regrets by her large coterie of friends.

PE

As It Sounded

The assistant manager of the P. E. Club asked a visitor—who was seeing the Club for the first time—how she liked it.

"Wal, it's purty nice. But I didn't know your women were so con-ceited."

"Conceited!" gasped the assistant manager. "Why, some of the finest women in the country here."

"Wal, maybe they are. But I don't like a woman that sends a little boy around to tell folks she's missed her car," replied the country dame.

"Impossible!" said the assistant manager. "Why, I never heard of such a thing."

"Wal, you'll hear it now, for here comes that pore little feller again."

And into the lobby came a page boy calling:

"Miss Templeton—Mr. Karr—Miss Templeton—Mr. Karr."—(Unidentified.)



View of Part of the Main Terminal Office and Force

RESORT DEPARTMENT "SQUIBS"

REDONDO BEACH

RESORT NOTES

Daniel Rickner, who is employed at the Bath House, is making some name for himself these days. Redondo Beach is all excitement over the prospects of oil development in the immediate vicinity and Daniel Rickner is the man who claims he can locate oil by means of the divining rod.

A few days ago a number of scoffers claimed that he could not find buried oil or gasoline so in order to put Dan to the test buried a quart bottle each of crude oil and gasoline in a plowed field containing about one acre. The field was harrowed after the oil was buried so as to remove all traces of footsteps and Dan was sent for to come over and find it. The owner of the property offering a reward of \$50.00 if he could locate same.

Dan was all excited at the prospect, as he said, of earning this easy money so he set out all hopeful of success. After traversing the field for some time, holding his divining rod rigidly in both hands Dan stops "having got contact" and after two or three tests, when the fork turned over and pointed down, he scraped a hole with his foot and stated that the low gravity oil would be found under this spot. Several turns of the spade confirmed his statement. Wandering over the ground again he soon stopped another point where he said the gasoline was buried, and lo and behold, when the earth was dug up, right enough, there was the quart bottle of gasoline.

The skeptics who had come from far and near were simply amazed at the result and amidst the applause of the audience, which had grown very

big by this time, Dan was handed the \$50.00.

The divining rod used was a forked eucalyptus branch, one-quarter of an inch thick, and about fifteen inches in length. Dan held this forked stick before him, one end tightly clasped in each of his upturned hands, and moving around the field until he felt "contact."

Dan describes "contact" as a tingling sensation in his wrists, extending to the elbows, and in some cases as far as the shoulders, according to the volume of oil encountered. The stick then behaves in a very strange manner by twisting and the point turning down, thus indicating the presence of oil.

It is largely through the performances of Dan's divining rod that a group of Redondo business men have become interested in the oil possibilities in this vicinity, and these men have now organized the Redondo Oil Corporation and have reached the stage where the rig for the first well is now completed.

Spectators at the Big Plunge a couple of Sunday's ago had the privilege of witnessing Clyde Swendsen, champion diver, in some sensational high diving feats. He goes to Belgium next year to compete in the world's championship events.

The Redondo Beach Water Polo Team are sure speeding up these days. A game was played in the Y.M.C.A. tank at Huntington Park on Feb. 20th., Redondo winning by a score of 7 to 4. Again at the Los Angeles Y.M.C.A. tank on Feb. 23. the Redondo Team won by a score of 8 to 3.

Our Plunge turns out some wonderful talent.

An old fashioned dance was pulled off at the Pavilion on Lincoln's birthday and was a great success. Modern dances alternated with the old fashioned square dances and some of the dancers had not participated in the terpsichorean for many years. Everyone acclaimed it to be one of the jolliest dances of the season.

On Wednesday and Saturday evenings private plunge and box parties are very popular now at Redondo Beach.

Preparations are being made for the annual Easter Song Festival, to be held at Redondo Beach on Sunday, April 4th. Already the services of the Los Angeles Oratorio Society have been secured for an afternoon and evening concert, and given good weather, there is sure to be record crowd in Redondo Beach on that date.

PE

URBITA SPRINGS PARK

Urbita Springs Park was by far the most popular Park in the Orange Belt last month. The Big Orange Show was held here and was a great success from start to finish.

The attendance was over 140,000, and on all sides one heard nothing but the highest praise given to all parties responsible for the getting up of this big event.

The decorative and lighting effects were most unique and the big display of fruits and flowers of many colors, together with the various flags and bunting made a most complete combination.

The exhibits showed some wonderful artistic skill, were numerous and each had its own distinctive features.

The Pacific Electric Railway exhibit came in for a lot of very favorable comment. This exhibit took the form of its great electric interurban system worked out in miniature, the whole scheme being in full operation during the time the show was open.

PE

ALPINE.

We got in dutch, so it appears. The last dope we sent in has been responsible for us making this splurge. Doubtless it is the altitude that should claim the credit for these spurts. Certainly we can't expect it ourselves. Like our friend Mr. McCammond said when it was raining, "Now is the ideal time for the boys to write." That reminds me of an incident of some months ago. The rain is one source of inspiration, no doubt. I betook myself unto my cabin one dark and drizzly eve, beset with the idea to run off a story. In order to tell this tale I must tell just where and how my cabin is situated. I must do this in picturesque style. At the foot of a sloping hill (The hill must slope in order to become a hill) serenely is nestled a comfy little cottage. And or 'hanging a perceptible canyon also snuggles said cottage. We have a back porch, or veranda, where one

may lounge about provided one is not to fleshy. The door in the front is ajar, and the door in the back is ditto. Glancing in thru opened door one may discern therein a bed, small but serviceable. A bureau, likewise. This comprises said furnishings. The night we are featuring was dark and stormy. We were in a writing mood. Discontent with the world and everything. We were morbid and cared not whether the world revolved or stood still. At the zenith of our imagination when we had the hero lugging the heroine up from the jaws of grim death, and pulling himself up a rope by his teeth, there came to our ears a roar as though the world was about to throw up its job. We waited, tense, motionless for the crash. There was none, just the deafening and indistinguishable roar. Then there came a jar as that from an earth quake, then a rumble, and every picture, and every trinket adorning our abode came to the floor with a tinkle and jingle. We left our hero hanging on the rope and ventured forth into the darkness, and there at our door was a mammoth boulder, loosened by the rain. Had it struck the cottage you would have found us under the thickest plot of daisies down in the canyon. Needless to add we wrote no more and our hero is yet hanging, hanging yet.

There will be a one act drama played at Ye Alpine Inn some day next month, featuring the perils of a hotel clerk. This will be a one act comedy drama, rehearsing of which takes place daily between the hours of eleven and four-forty. Stars in this act may be seen any time between these hours daily, grabbing the hard earned nickles of the public.

The Sunrise Easter Services will be held at Easter Rock on Sunday, April 4th. Already preparations are being started for this event.

These services are now an established annual event and consist of music, addresses and other appropriate exercises held on a spur of Mt. Lowe on Easter morning and are becoming more and more popular each year.

Mr. Clement J. Pearce has returned to the Tavern as Assistant Manager after an absence of about twelve months, during which time he traveled through the Texas oil fields and through New Mexico.

The employes at the Tavern, were all glad to see him back to the "Heelands" once more.

Wallace Meador, Publisher of the Mount Lowe Daily News is on the job again, after a lengthy stay in the hospital. Meador had been suffering from a severe attack of pneumonia. During his absence the paper was published by Mr. Frank, of Pasadena. It is good to see Wallace back.

The forming of a base-ball league on Mount Lowe is well under way. The line up for the Alpine team is: Vickrey, pitcher; Pierce, catcher; Whiting, first base; Meador, second base; Hirsch, third base; Miss May

Smith, short stop, outfielders not yet picked. Dave will be bat and watter boy. The Echo team has not been made yet. They have some wonderful players, McNeil, Ream, McMillen, Wilson, and a lot of other big leaguers. The first game will be played on the 17th of Ireland, on the summit. Following the game participants will canter on down the mountain side in a game of golf. The links will be cleaned and pressed before the game. All are invited to attend the opening game. Bring your lunch, get off car, walk up trail one half mile, take Bill Leeming's pony train rest of way to grounds. You are requested to bring dill pickles and ice cream. None but nosebaggers invited. Come and be sportive on the summit, 6000 feet by the sea.

Since the last issue Dave has learned quite a bit of new English. He now speaks quite "fluidly." Dave has become quite an adept in the line of impersonations. Nightly he is on exhibit in this. He has a string of questions he fires at one with rapidity. Here are some: "Do you stay here all the year round," "Are you lonesome," "When does it snow," "How long does it take to walk to the summit," "Are there any wild animals," "Where do you mail these cards," "Is the dinning room open," "How much costs lunch," "Does that include soup." These and many other questions Dave must answer, during the course of his daily duties at the Tavern.

PE

AGENTS' ASSOCIATION.

Meeting called to order by Chairman Mann at the Club Committee Room, Feb. 14, 1919.

Roll call and absentees noted.

On account of minutes of the previous meeting being in the P. E. Magazine and being very lengthy, the reading of same were omitted, and approved as printed in the Magazine.

Moved and seconded that a committee be appointed to draft a resolution of condolence on the death of our fellow workers, E. Coulter and C. R. Martin. Secretary Legrand was appointed a committee of one to do so and to have same spread on the minutes and copy sent to the wife of Mr. Coulter and the mother of Mr. Martin. Letter addressed to Mr. Stuart, from Mrs. Coulter, read and placed on file of Association records.

Committee on seniority read the following:

At the last regular meeting of the Pacific Electric Agents' Association, a motion was made, seconded and duly carried, requesting the management to install a system of interdivision seniority, and a committee was appointed to formulate what seemed to be wanted. They submit the following:

"First, prepare a list of the agents on the system, their location and date of entering the service as agent.

"Second, when a vacancy occurs, the General Superintendent's office shall at once advise every agent on the system, and no permanent ap-

pointment shall be made until the expiration of (say) ten days.

"Third, the agent having the greatest amount of seniority, coupled with the necessary qualifications to fit him for the position, shall receive the appointment.

"Should a question of qualification be raised, and the applicant for the position is unable to convince the General Freight or Passenger Agent and Superintendent of his ability to perform the required service, the question at issue should be referred to a committee composed of the General Freight or Passenger Agent, Superintendent and Chairman of this Association, and their decision shall necessarily be followed.

"Should the applicant fall down after having received the appointment, he shall take his chances on bidding in a job he can fill.

"In case a vacancy occurs and no regular agent shall bid for the place, the oldest assistant agent shall apply for and receive the appointment, provided he has the necessary qualifications."

After considerable discussion, it was moved, seconded and duly carried that the above be referred to the management for their approval.

Mr. Day stated that the freight business is good and that there was an increase of \$75,000 for the month of January, and that more business was offered, and asked the agents to get back of the movement of cars and hurry them for reloading. He also stated that the ban on the soliciting of business would be taken down on the first of March.

Mr. Taylor made a few remarks.

After many good remarks from several agents, the meeting adjourned.

H. L. LEGRAND,
Secretary.

PE

The new Ford internal-combustion engine designed for use in street cars has the cylinders mounted horizontally in two units so as to comprise two 80-hp., 4-cylinder double-opposed motors, operating on a planetary transmission drive to both the forward and the rear trucks. The construction is such that the over-all height is but 24 in. and the entire driving apparatus will be installed underneath the floor of the car so as to permit the utilization for passenger service of practically the entire floor space.

The operation of the engine is similar to that of the Ford automobile. Throttle, switches, gears and brakes are all operated like those of the Ford car. The engine is a self-contained unit with air pump and generator. The generator supplies current to a storage battery for lighting the car as well as for self-starting purposes. The air from the radiator is circulated through the car for heating. The trucks are fully spring mounted with no frame for separation.

It is the intention to operate the engine with gasoline on its trial trip, but it is adapted to operate with kerosene, alcohol or benzol.—Electric Railway Journal.

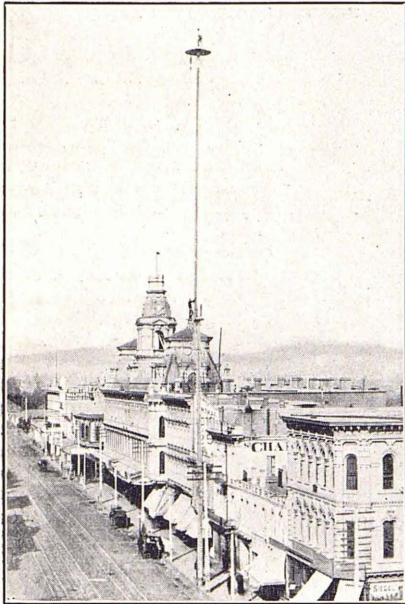
ELECTRICAL DEPARTMENT NOTES

L. H. APPEL, ASSOCIATE EDITOR

COULD HE DO IT NOW?

In the early days of Los Angeles after arc lamps had come into use, some of the streets were illuminated by means of an arc lamp placed at the top of masts 150 feet in height, and it is self evident that it was no easy task to maintain these lamps.

Ordinarily the arc lamps were raised and lowered from a platform



built about half way up the mast, but at times the hoisting ropes would twist or in other ways become entangled, necessitating a light maintainer climbing the pole its entire length.

The figure shown on top of the lighting mast in the photograph is Mr. W. H. Brown, General Line Maintenance Foreman, when he was a "pole hiker," arc lamp trimmer and maintainer. The lighting mast shown in photograph is located at what is now Main and Commercial streets, and was taken in November, 1888.

PE

"Watch your step miss," cautioned the conductor on one of the higher up cars.

"It isn't necessary," snapped the incoming passenger, "that bunch of sapheads on the curb is doing that for me."

PE

SERIOUS CONSEQUENCES FROM SMALL CAUSES

How very serious consequences may result from causes apparently insignificant considered alone, is clearly illustrated by the following incident:

During the early hours of the morning of February 24th, one of the leads of the power telephone line on the Whittier Line was shot in two near Wilcox Station by some miscreant carrying a shot gun. The wire in

falling, fell across the track in the path of approaching cars. A passing car hit the wire, it being of small diameter and not readily visible, and whipped it into the high voltage lines, resulting in a momentary short circuit on the high line and causing a high voltage current to flow in the telephone line. The current flowed back over the telephone line to Central Station and at this point crossed with the Central Vineyard telephone line and at Vineyard flashed over to the 16th street dispatching line, resulting in the portable telephone set at the Ocean Park Car barn, where the line terminates, being burned out. The Colegrove line also terminates at this point and the current flashed over to the Colegrove line through cord in the portable set, resulting in a bell set at Sherman being burned out.

Heavy surges occurred on several other of the telephone lines on the Southern and Western Divisions, resulting in fuses being blown on a large number of telephones.

In addition to the possibility of a serious accident occurring and the delays and inconvenience resulting from a number of telephone lines, being out of service, it took the time of two men over a day to get the lines back to normal condition, the cost of repairing the damage exceeding \$100.00. Also it was necessary, in order to get the telephone wire out of the high tension wires, to have the high line killed, thus leaving several substations without power for over an hour, with the resultant delay to traffic.

PE

THE PORCELAIN INSULATOR

The rapid development of transmission engineering is familiar to everyone in any way connected to the Electrical Industry, but the story of the difficulties that have been surmounted is probably not so well known.

It is but a comparatively short time since 1893, when the first three phase high voltage line in the world was put into operation in Redlands, operating with a line voltage of 2500 volts and transmitting its energy to the surrounding territory over 30 miles of line. Not less than 20 years from that epochal occasion, transmission voltages have been raised to 150,000 volts and electrical energy transmitted over lines exceeding 240 miles in length, and with the prospect in the very near future that transmission voltages will reach 220,000 volts to be transmitted over lines probably exceeding 1000 miles in length. To accomplish this, innumerable problems have had to be solved, among the most difficult being the problem of providing a satisfactory insulator.

In order to confine the electrical current to its designated path, it is necessary to use a non-conducting material, termed insulators, as a supporting device, for the transmission line.

Many materials, as for example rubber, glass, mica, asbestos, have the properties of a non-conductor, but due to inherent characteristics have but limited application, depending upon conditions under which they are used. The insulator which has proven most practical and satisfactory under all conditions of service has been the insulator manufactured of porcelain.

Porcelain used for electrical purposes, as for insulators, is practically "true porcelain," which is a term that the very highest grade of pottery is known by. In other words, it differs very little in its qualities from the highest grade chinaware, being a mixture of clay, flint and feldspar, which are reduced to a paste and worked into the desired shape. Porcelain is easily fabricated in desired shapes, is electrically and mechanically strong and practically unaffected by weather conditions or electrical forces. It is the only material so far known or developed which meets the severe requirements of high voltage insulators.

As to the materials from which porcelain is made, there are two general classes of clays, china and ball clays, and in both classes there are a wide variety from which to use. The best clays are probably those imported from England and those found in a number of the Southern States. Ordinary flint is very finely ground quartz rock or sand, and exists in abundance. Feldspars are alkaline aluminum silicates and contain either soda and potash or both. It has been found however, that the feldspars containing potash are more highly desirable in the manufacture of high grade insulators. Potash ware has a clear bell like ring when struck, while ware containing the soda spangle gives off a dull sound.

The insulator is one of the most important features entering into design of electrical power, transmission lines, and is dependent upon it for the successful operation of the line. The insulator is subjected to extremes in temperatures, varying weather conditions, high voltage stresses and mechanical strains, and at the same time must thoroughly insulate the transmission lines from the ground. Insulators do of course break down due to various causes, but when the large number in use is taken into consideration, we find that insulator failures amount to but a fractional part of 1 per cent.

On the 1200 miles of high voltage lines of the Pacific Electric Railway System, there are over 100,000 high tension insulators and insulator failures among this number do not exceed 20 per year. A large number of failures are due to the insulators cracking, also during the foggy weather, considerable trouble develops which may be classed as insulator trouble, due to the insulator flashing over and allowing the current to escape to ground. This as a rule results in a burned pole or perhaps only the cross arm, and does not necessarily mean destruction of the insulator. The flashing over is due to the moisture adhering to the insulator, which together with any dirt that may have

collected on the insulator, provides a path for the electrical current over the surface of the insulator to ground.

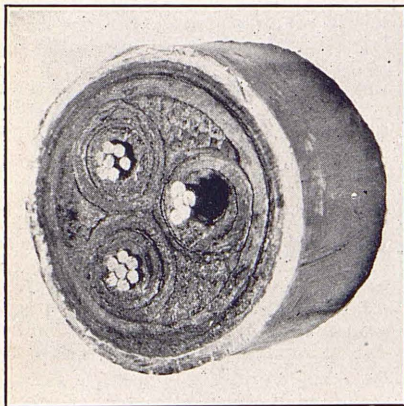
Owing to the importance of the porcelain insulator the subject has received extensive study by the interests concerned, and with the co-operation of the ceramic engineer, the electrical porcelain engineer, the designing engineer, and operating engineer, the reliability of the insulator has greatly increased.

PE

UNDERGROUND HIGH TENSION LINE.

The illustration gives a cross section view of the three conductor lead covered cable installed in an underground conduit between Central Station and Maple avenue automatic substation for transmitting the three phase 15,000 volt A. C. electrical energy for the operation of the Maple avenue substation which is to be placed in operation shortly.

The cable is made up of three 2-0 B. S. gauge conductors, one for each



phase, each consisting of 7 strands of copper wire .0973" in diameter. Each conductor is insulated from the others by a wrapped paper impregnated with insulating compound. The conductors and insulation are protected by a lead sheath 1-8" in thickness. The outside diameter of the cable is 2 1-2."

PE

With the return of Alan Ferguson to duty, the last of the Electrical Department's employes in the service have resumed their old positions. Mr. Ferguson enlisted for service in France in November, 1917, but unfortunately that is, from Alan's viewpoint, the troopship upon which he had reserved accommodations got started in the wrong direction. His first stop was Manila and then after eight months duty in the Philippines, was sent along with the first American forces to Siberia, where he served 16 months as scout in the Reg. Intelligence Section 31st Infantry.

PE

GENERAL FREIGHT DEPARTMENT NOTES

Coincident with the return of the railroads of this country to private operation, effective March 1, 1920, and coupled with the restoration of the spirit of real competition between rail lines incidental thereto, the Pacific Electric Railway has once again re-

sumed solicitation of freight traffic to meet the competitive conditions resulting from the return to private operation of roads which were Federally controlled.

During the twenty-six months just passed, in co-operation with the policy of the Railroad Administration, this company has held dormant its solicitation activities and now, with Government operation terminated, vigorous solicitation of business for the Pacific Electric Railway and the Southern Pacific Railroad as a connection will be prosecuted.

With competitive traffic conditions again coming into existence the employees of the General Freight Department earnestly appeal to the entire Pacific Electric family to consider and appreciate the necessity of their individual and collective co-operation and continued effort in taking advantage of every available opportunity to solicit freight business to this company's rails. To produce results that are commensurate with the great source of soliciting agencies represented by this company's many employees your personal assistance is required at all times to complete our solicitation facilities.

It should be remembered that the activities of this company are not entirely associated with the transportation of passengers and that the past development of our freight service has brought into existence an extensive and adequate transportation agency that has been a material factor in the growth of Southern California.

We operate a system of over one thousand miles of track radiating from our Los Angeles Terminal and perform a general freight service between our stations, supplying a modern, fast and reliable transportation medium to this territory that is advantageously situated for industrial, commercial and development activities.

A general interchange of carload and less carload freight is maintained in connection with all railroads entering Los Angeles and, in addition interchange arrangements exist at various other direct junction points.

This company is a participating carrier in trans-continental and intermediate rates at all points and also provides favorable local rates applicable over our lines as well as in connection with steamship traffic. Industries located on Pacific Electric rails are afforded switching rates and facilities of material advantage.

Our rails also directly serve the forwarding and receiving wharves and warehouses at the Los Angeles Harbor, operating an efficient freight service in connection with domestic and foreign steamship traffic to and from the Port, which is unexcelled.

Parties contemplating the establishment of industries, warehouses, etc., in Southern California should be referred to the General Freight Agent, who will promptly and gladly furnish them with full information regarding desirable locations, rates, service and other facilities.

We are pleased to report that S. E. Cooper, Traveling Freight Agent, has

fully recovered from his recent illness and is once more in our midst actively pursuing the many duties necessary to have all the freight in Southern California move "Pacific Electric."

R. H. Henshaw, occupying the position of Private Secretary to the General Freight Agent, reports he is soon leaving the service to answer the "call of the wild" in the Coalinga oil fields, where he will accept more lucrative associations with the General Petroleum Corporation. "Russ" says he has found the outdoor life best suited for the growth now noticeable on his upper lip, in which viewpoint we concur. We all wish him success in his new undertaking.

As a precedent to the past twenty-three years faithful service, we regret to announce the serious illness of our "Old Reliable" Freight Rate Clerk, George H. Payne. His many friends will be glad, however, to learn that George is gradually improving and we anticipate his complete recovery within a short time.

C. W. Hoefener, previously employed as Chief Statistician in the General Freight Department, has tendered his resignation to answer opportunities occasioned by reopening of line freight and ticket office of the Chicago, Burlington and Quincy Railroad, Los Angeles. We regret the loss of Carl's artistic and poetic accomplishments.

Charles E. Hill, formerly employed in the Freight Claim Department, has been transferred to position of Statistical Clerk, filling the vacancy resulting from resignation of C. W. Hoefener. Gordon Brannon has taken over the duties previously assumed by Mr. Hill, and stenographic vacancy created by promotion of Gordon Brannon has been filled by S. W. Elliott.

PE

"BOB" HOLCOMB HEARD FROM

From a Stephendale, Texas paper of recent date, we glean the following:

"At a meeting of the Board of Directors of the First State Bank of Stephendale on Tuesday, "Bob" Holcomb was elected cashier, which is a splendid compliment, and a deserving one too, for he possesses the business qualifications to make good."

From another source is gleaned the information that when the bank with which Mr. Holcomb is connected opened for business on November 17th, 1919, the bank customers numbered 75 and the deposits amounted to \$219,000. Today the same bank has over 600 accounts on its books, with deposits of \$550,000.

The news of "Bob's" continued success and advancement is received with much pleasure by his former associates in the Traffic Department and by his many other friends on the system.

PE

That following the line of least resistance is what makes rivers and men crooked.

PURCHASING AND STORES NOTES

Miss JOSEPHINE FLETCHER, & & &

ASSOCIATE EDITOR

Those who knew Mr. Van Orden as one of our competent Section Storekeepers never thought he would ever become so flighty as to be a "high flyer," but don't be surprised to hear of him being "up in the air" some day. Mr. Van Orden recently resigned from the Store Department to accept a position with the Rickenbacker Aeroplane Company.

Others who will be missed from our department are Mr. Zink who has resigned from the Line Store and Mr. Langan, formerly Supply Car Storekeeper.

Word has just come from Mr. Sutton that George Stockwell, who will be remembered as Chief Clerk to the General Storekeeper some time ago, writes from Niagara Falls that he is enjoying himself in his spare time writing scenarios. He informs Mr. Sutton that so far all of them have been returned, but, nevertheless, he is enjoying himself. Seems as though we have had other instances in which editors and directors could not appreciate real talent.

Yes, indeed, we had some rain this month. However, rainy days have their surprises as well as their glooms, especially here in Torrance. Bright and early one rainy morning, we could tell the exact date if you really care to know it, Mr. Thorburn appeared wearing his trench boots, arrayed for battle with the greatest and stickiest enemy of the day, no, not the Boche, but MUD. If the wind keeps blowing as it has been I think we shall see the day when those who saw service "over there" will come wearing their gas masks.

A number from our department have tried the latest in the World Series, namely, "Flu." Mr. Copeland, our timely Timekeeper, was one of the first victims and then Franklin Clark bemoaned the loss of fifteen pounds of avoirdupois after a severe siege of pneumonia. Mr. Porter, when asked how he enjoyed the flu, meekly answered, "Ain't it the grand and glorious feeling?" Mr. Humphrey, our Pasadena Storekeeper, has been ill for some time but we are glad to report him able to be at work again.

Oh yes, and did you hear of Miss Hess going to Redondo? Well, she went and while there she enjoyed a few hours developing her aquatic abilities. Just ask her how she enjoys trying to walk in the eight foot pool. 'Nuff sed!

The Store Department has many things to contend with that are generally unknown to those outside. One of these is Store Orders. These orders are made up in the shops upon a written order from the Store stating the item or items they wish made or repaired. Each order is given a number and when completed in the shops the order and items completed are brought to the Store and a receipt is given the shops showing this

completion. The items are then placed in stock in the Store.

This seems very simple to an outsider, but it is not as simple as it may appear, for the very reason that the Store must assemble all the material necessary to construct these items and if the assembly of the material is not complete in every detail the shop foreman will refuse to draw out the material from the Store or start any part of the construction.

Some of this material is bought locally, but a large portion of it is eastern shipment. Of course the products purchased locally arrive first and must be retained until the eastern shipments arrive, which sometimes means two or three months, and, in the meantime, some one will perhaps draw out some of the local material. Then we are obliged to start all over again.

For example, some time ago the Store placed an order to make four choke coils. The material necessary was brass castings and bar copper. The copper came in first. Patterns had to be made for the castings so they were somewhat retarded. When the castings finally were received at the Store some one had issued part of the bar copper, thus placing us in nearly the same position as we were in at the start. We placed an order immediately for 100 feet more of copper. That was some time ago. Just the other day we received 39 feet of the 100 feet of copper ordered so we are still waiting for the material to complete our order.

We could tell you of many more of our trials and tribulations but no doubt you have some of your own. Selah!

It is said "Variety is the spice of life." If this be true they surely enjoy plenty of that spice in Storekeeper McCall's office, and I suppose his is not unlike any other storekeeper's office. Spend a few minutes with him during working hours and you will have something of the same experience as was ours. It happened like this:

Storekeeper Bolen from Macy street reported car 413 still waiting for seat parts. "Not In Stock" Lock referred this matter to Mr. Porter who reported the castings were promised from the local foundry within a few days, and Mr. Bolen was so informed. Immediately succeeding this conversation Storekeeper Campbell from Sherman viciously reported the shortage of fourteen 89 armatures on account of which seven 200 class cars were being held out of service. We say "viciously" for this was an old story, the armature question being one with a sorrowful history. He was given the promise of some by the next supply car if at all possible. "Not In Stock" Lock had hardly hung up the receiver, and I believe he was so excited he hung it upside-down,

when Earl McCall called from San Pedro regarding some stock for Long Beach.

It may be well to state here that during the moments between calls Mr. Lock was excitedly chasing around the Storeroom in search of his assistant, Leslie. The minute the 'phone was not in use Ward McCall seized the instrument and with an attempt which began hopefully but which seemed to me destined to end dismally he tried to call "Central." When I left his office I heard something like "Some telephone system" from him, while on the Torrance exchange Cliff Curle was calling from San Bernardino anxiously requesting a supply of K-535 brake shoes. I had hardly closed the door when Mr. Smith from Redondo rushed in to inquire about repair parts for box cars being repaired at Redondo.

All during this time there was an incessant rumbling of small hand trucks and somewhere in the basement the workers were drilling holes through the floor for the new steam line. This sounded more like the rapid firing of a machine gun than anything else.

When safely outside I said to myself, "Heinz's 57 varieties aren't in it with a storekeeper's office."

PE

WORK

In the Chicago railroad yards some i. W. W. wrote upon the side of a box car the inscription:

"No beer, no work!"

When the car reached Milwaukee a brakeman wrote under the first inscription the following:

"No work, no pay!"

En route to Madison another workman added this:

"No pay, no eat"

In the Madison yards a maintenance man wrote the final chapter:

"No eat, no live!"

Politicians may screech, preachers may preach, economists may write, sociologists may slum, and their combined output will add nothing to the dicta:

"No beer, no work!"

"No work, no pay!"

"No pay, no eat!"

"No eat, no live!"

Than work there is no other panacea. Work is man's natural state. Every normal, healthy man works whether he has to or not. The world lives on production. Hence work must lend itself to production. The man who has an idea of the time when man shall live without work is on a par with the man who proposes to give everybody something without taking anything from anybody.

A photograph of the side of that old box car with its philosophic inscriptions would become a national treasure if hung conspicuously within the commons of every American city.

—Wisconsin State Journal.

PE

A COME BACK

He—"Oh, well, I guess there are as good fish in the sea as ever were caught."

She—"Yes, and there's much better bait than you to catch 'em with."

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



PACIFIC ELECTRIC CLUB CALENDAR

March 10—April 10

Wednesday, March 10—

P. E. Rod and Gun Club Smoker for all members of the Rod and Gun Club and all employes of the Pacific Electric Railway interested in hunting and fishing. Smokes, entertainment and refreshments.

Thursday, March 11—

Regular Club Dance in Auditorium, 8:30 p. m.

Saturday, March 13—

Agents' Association Meeting in Assembly Room 8:00 p. m.

Monday, March 15—

Northern Division Safety Committee Meeting 2:00 p. m. P. E. Band Rehearsal in Auditorium 8:15 p. m. Class "A" Pool Tournament starts 8:00 p. m.

Tuesday, March 16—

Transportation Department meeting of all Divisions 8:00 p. m. Entertainment and Luncheon in Auditorium after business meeting.

Thursday, March 18—

Moonlight Dance in Auditorium 8:30 p. m.

Friday, March 19—

General Staff meeting of all Departments 10:00 a. m. P. E. Club Base Ball Team regular meeting 8:30 p. m.

Monday, March 22—

P. E. Band Rehearsal in Auditorium 8:15 p. m. Class "B" Pool Tournament starts 8:00 p. m.

Thursday, March 25—

Carnival Dance in Auditorium 8:30 p. m.

Monday, March 29—

P. E. Band Rehearsal 8:15 p. m.

Tuesday, March 30—

Moving Picture Show in Auditorium for all employes and their families, featuring "Don't Change Your Husband" with Gloria Swanson and Dexter Elliott.

Thursday, April 1—

Hard-Time and April Fools' Dance in Auditorium, 8:30 p. m. Cider and light refreshments served. All are requested to wear their oldest clothes at this dance.

Monday, April 5—

P. E. Band Rehearsal in Auditorium, 8:15 p. m.

Tuesday, April 6—

Southern Division Safety Committee Meeting 2:00 p. m.

Wednesday, April 7—

Pacific Electric Club Executive Committee Meeting 2:00 p. m.

Thursday, April 8—

Western Division Safety Committee Meeting 2:00 p. m. Regular Club Dance in Auditorium 8:30 p. m.

Saturday, April 10—

Agents' Association Meeting in Assembly Room 8:00 p. m.

EMPLOYEES' MORTUARY FUND

On August 1st, 1918 there came into being an organization known as the Mortuary Fund Association of the Pacific Electric Club, composed of voluntary members, each member voluntarily obligating himself to pay the sum of 25 cents upon the death of any member composing the association. At the time of making membership each applicant executed a deduction order to the Auditor of the Pacific Electric Railway authorizing deduction to be made as reported by the Manager of the Club to his office.

The movement for the organization of the Mortuary Fund Association was begun in July, 1918, with the understanding that it would not be put into effect until the membership had reached 1000 members. This point was reached in August, 1918, and since that time the membership has varied from 1100, at its inception, to the present time when the membership is approximately 1700. The lowest membership at any time during the existence of the Association was approximately 900 members, the low sag in the membership occurring in Sept., 1919, the reason therefor being obvious to all who are connected with the Company.

The underlying idea in the formation of the Mortuary Fund was found in the need of employees many times upon the death of the breadwinner of the family, provision not having been made to care for this unexpected, but inevitable event. In a great many cases the survivors of the employee were placed in desperate straits to meet proper burial expenses for their loved one. Since the formation of the association, payments have been made to thirty-nine beneficiaries to the amount of \$16,678.25 and in 99 per cent of the cases involved the funds so paid were absolutely needed. At the present time the payment of the Mortuary Fund amounts to approximately \$425.00, which should be largely increased by the addition of new members and it is felt that new members can be obtained merely upon presentation of the plan to them. The more members there are in the Association the larger will be the amount paid, as the beneficiary in any case receives 25 cents from each member of the Association, there being no deduction whatever for operation or maintenance of this fund for clerical work, management or other expense incurred by the management. Neither is there a mass of detail involved in the collection of the amount due, as payment is made immediately upon receipt of information of a death and certification to the Auditor of the facts by two employees who have known the deceased in his activities with us.

As this form of insurance is the cheapest and best available, it certainly would seem that every employe who has dependents should avail himself of this opportunity to provide for

them in the event of his passing. Since its inception, the average deduction per month has rarely exceeded two payments—in fact, the average is less than two payments per month. It is hoped that before another 60-days roll around the membership of the Mortuary Fund can be measured by the membership of the Club, which at the present time amounts to more than 3000 members. If this can be attained, it will mean that for every death in the Mortuary Association \$750.00 will be paid the beneficiary.

The attention of the entire membership of this Association is called to this statement and he should consider it his first duty to advise his fellow workers in the department in which he is employed of this opportunity, and not only to advise, but to solicit, to the end that his own interests may be protected, as well as the interests of his friends. There is no part in our Club work more vital than this; there is no insurance as quickly paid, more badly needed or more cheaply purchased than this.

Lets make a big movement to bring the membership of the Mortuary Fund equal to the Club membership and lets do it NOW! Application blanks may be found with the heads of each department and if not, get on the phone and call the Club Manager at once and he will supply you.

PE

CLUB DANCES

The management of the Club wishes to call special attention to the "Hard Time" novelty feature dance, which is to be given on April 1st, "All Fools' Night." There will be served cider and light refreshments and novelty prizes will be given for the best sustained characters.

The management of the Club is very grateful for the service rendered by Mrs. Francis J. Oriva, wife of Conductor F. J. Oriva of the Southern Division, who has been acting as hostess at our dances of late. Can assure that all of those who attend these dances are also grateful to Mrs. Oriva for developing a more "Club" spirit in line with our dances.

136 visitors were registered into the Club during the month of February by members of the Club and enjoyed its privileges.

Mr. Harry A. Kennedy is now taking care of the Club office during the day on account of Thomas J. Hurley leaving the service.

PE

CLUB DONATIONS

Through the courtesy of the Santa Catalina Island Company the Pacific Electric Club was presented a panoramic view of Avalon, Catalina Island. This picture has been placed in the office of the Club where it can be enjoyed by all members.

PE

The members of the Club who attend the dances are all very grateful to Mr. Merrill Cross for the very fine manner in which he is handling the check room. He is a congenial "chap" and is making many friends in the dance hall.



PACIFIC ELECTRIC RAILWAY BAND

It is with great pleasure that the Company submits the above photograph of the Pacific Electric Railway Band, which play its first engagement under its re-organization at the San Bernardino Annual Orange Show on February 15th.

The Band left Los Angeles in a private car at 9:15 Sunday morning, arriving in San Bernardino at 11:15 and the car was switched to Urbita Springs, where the boys had their luncheon. The afternoon concert was played in the main tent before one of the largest crowds that has ever attended the Orange Show. After the afternoon concert the San Bernardino Orange Show extended the courtesy of the Urbita Springs Bath House and all enjoyed a dip in the mineral baths.

After the evening meal the Band played a short concert and left for home at 9:15, after one of the most successful trips to the Orange Show that the Band has ever taken, and from the number of commendable remarks which were made in regard to its appearance, music and personnel, it is beyond a doubt that the Pacific Electric has in the re-organization of this Band put together one of the best

Bands ever representing the Pacific Electric Railway.

There are still a few vacancies in the Band that are open to the employes who are interested in band music and have had some practical experience.

— PE —

PACIFIC ELECTRIC CLUB BASE BALL TEAM

The Pacific Electric Club Base Ball Team, which has just been organized, is composed of the following players, who are considered the best of their respective departments: Merrill Cross, Andrew Moreno, Paul Umberger, Ben F. White, C. C. Bell, Herman Grenke, Mike Levin, Clement Smith, Bunkley Barnes, Ray Lee, W. L. Moore, J. F. Jenkins, E. L. Marvin, F. B. Howe, N. O. Leonard, W. E. Baldwin, E. C. Brown and A. Z. Weigand and J. A. Bertelsen.

Uniforms have been secured, also equipment, and arrangements are now being made with Mr. Lyons of our real estate department for location of our own Club grounds in the city, which will give the Club a prestige that is entertained by few semi-professional clubs in Los Angeles. In the next number of Magazine will be given the location of our home grounds, and it is the desire of the management of the team that all mem-

bers of the Club who are interested in base ball, turn out and help boost the Pacific Electric Club team in its contests with the other teams in Los Angeles and nearby cities.

The enrollment for the Club's team closed on March 5th, but if there are any experienced ball players who did not take the opportunity of enrolling before this date, if they are interested and would like to try to make the team, their application will still be entertained.

Quarters have been prepared at the Club for the team, also accommodations made where they can leave their uniforms, etc., and they will also have the showers, dressing room and gymnasium at their disposal.

The Pacific Electric Club Base Ball Team is going to be maintained the year round, and its first game will be played the forepart of April.

Those desiring information in regard to the team can 'phone Mort Stuart, Manager, or Charles P. Hill, Assistant Manager, Secretary and Treasurer.

— PE —

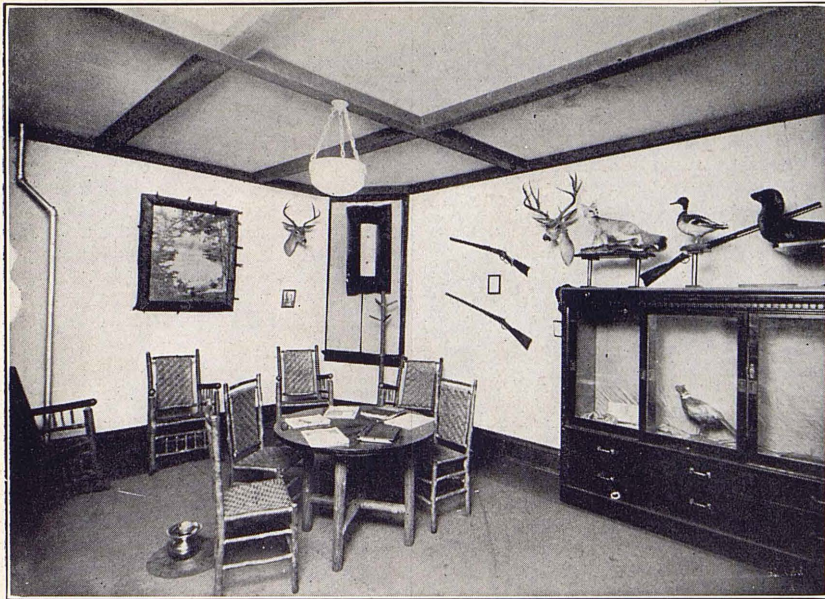
Pat—"Have ye christened your new baby yet?"

Mike—"We have."

Pat—"An' phwat did ye call it?"

Mike—"Hazel."

Pat—"Sure, bad cess to ye, with 223 saints to name the kid after, ye had to go and name it after a nut."



Rod and Gun Club Headquarters

ROD AND GUN CLUB

The above picture of the Pacific Electric Rod and Gun Club room will give to the employees of the company an idea of the beautiful and unique quarters of this Club, which contains many souvenirs and prizes awarded to the different members for their expertness in hunting and fishing.

The campaign that is now on for enrollment of 100 new members is making great headway, and the Club expects to enroll more members during the next ninety days than were enrolled in the entire year of 1919.

The following sporting magazines have been added to the Club's room since the last meeting: "Outers' Recreation," "Power Boating," "Outdoor Life" and "The American Angler," and have given a great deal of pleasure to the members interested in these sports.

At the next regular meeting, the second Wednesday, April 14th, the members will all meet at the regular monthly meeting at the P. E. Club and then be the guests of B. H. Dyas & Co., who have extended the members the use of their indoor rifle range, where all will enjoy an evening of competitive rifle shooting.

"MOVIE" SHOW

The big "movie" show which was held on March 2nd, in which Mary Pickford was the main feature, brought out a capacity house even under threatening weather conditions.

The next big "movie" show, which is to be held on March 30th, will feature one of the biggest hits of the Famous Players, "Don't Change Your Husband," with Gloria Swanson and Dexter Elliott in the leading roles. This picture had quite an extended run at one of the high-class moving picture theatres in the city and is considered one of the best pictures shown this year.

Mack Sennett's comedy "A Pullman Bride," and Bray's Pictograph, with the latest illustrated song will complete the bill.

P. E. CLUB EXECUTIVE COMMITTEE MEETING MINUTES

Pacific Electric Club Executive Committee meeting, held Wednesday, March 3rd, 1920, was called to order at 2:10 p. m.

Roll call showed the following absentees: Geo. H. Payne (reported sick), L. H. Wilson, P. H. Riordan, F. C. Roberts, D. B. Woodward, J. W. Anderson, John Whitley, T. H. Ewers and A. J. Guercio.

Minutes of previous meeting read, and approved after correction was made showing E. C. Thomas marked present instead of absent, Mr. Thomas having called in to Club over phone and asking to be excused on account of other rushing business.

Manager's Report

Membership:

Total membership February 29th, 1920, 3,257. New members received during the entire month of February 210.

Club Funds:

Balance on hand Jan. 31, 1920..\$233.26
Receipts 609.50

Total\$827.55
Bills and expenses paid..... 15.21

Balance on hand Feb. 29, 1920.\$827.55

Relief Fund:

Balance on hand Jan. 31, 1920..\$554.44
Receipts 103.85

Total\$658.29
Paid out in relief 160.22

Balance on hand Feb. 29, 1920.\$498.07

The Manager called attention to the campaign which is to begin for enrollment into the Mortuary Fund. He stated that since its inauguration \$16,678.25 had been paid out of this Fund on account of death benefits, and at the present time the Fund has approximately 1,700 members.

Manager reported that the social features of the Club, such as the moving picture shows and dances, were well sustained and patronized.

Mr. Stuart spoke of the proposed step towards stimulating an athletic movement in connection with the welfare work of the Club; that the Pacific Electric Club Base Ball team is now under organization and indications are that this team will make a very creditable showing. Also mentioned campaign which is now on for the enrollment of 100 new members in the Pacific Electric Rod and Gun Club.

In connection with the membership campaign of the Club, Mr. Stuart stated that the membership is increasing right along; that he is preparing a third letter to be sent out to the employees of the company who have not as yet joined the Club, and then later on he will send a list of those employees who do not belong at that time to the Executive Committeemen of their respective departments so that they may solicit such employes for membership in the Club.

Mr. Stuart also reported that the Pacific Electric Railway Band under its re-organization, is progressing nicely.

In connection with the campaign for gathering up newspapers and selling them, the amount derived therefrom to be turned over to the Employees' Emergency Relief Fund, Mr. Stuart stated that it was making headway, that these papers were being saved up all over the system and indications are the Fund will receive quite a nice sum from same. He stated that these papers are now worth \$1.30 per hundred pounds.

Mr. E. C. Thomas announced to the Committee that Mr. Stuart had been appointed by the management to manager the Pacific Electric Camp, effective March 1st.

There was no unfinished business for the Committee to take up.

New Business: Mr. Tolle stated that he had received a report that quite a large bundle of newspapers at San Pedro had been sold to a junk dealer instead of being turned in to the Club. Mr. Stuart said he would look into the matter. Mr. Mann reported that he had only received about 200 pounds of papers at his warehouse to date, most of which had come in from Pasadena and had been gathered up around Eighth and Hemlock. Mr. Thomas reported that he had about 800 pounds of newspapers in his office to turn in.

Mr. Green suggested that the Manager hereafter embody in his monthly report the amounts paid out of Mortuary Fund during the previous month, so that the Committee would be in a position to answer questions as to what this fund is paying out.

Mr. Tolle stated that he did not think this Fund had been explained thoroughly, or had not been put up to the men in the proper form. Mr. Stuart explained that a strong article was being prepared on this subject for the next issue of the Magazine. He asked that each Executive Committeeman give him his full co-operation in the present campaign for new members in this Fund, asking them to see that each department is fully supplied with the proper blanks, etc.

Mr. Green cited several cases where Mechanical Department men had been delayed in getting to and from their work on account of delays in the Transportation Department. Mr. Bishop suggested that he make a memorandum of such cases and hand same to the head of his department, who could take it up with the proper official of the Transportation Department for adjustment.

Mr. D. J. Finley called attention to the need of lockers in the San Bernardino trainmen's room. Mr. McPherson stated that work order had been approved to furnish lockers at the various terminals over the system. Mr. Bishop suggested that the Manager of the Club get in touch with the Engineering Department and ask them to hurry the installation of these lockers as much as possible.

Mr. Thomas made motion that a gymnasium be installed and equipped on the third floor of the Club building. This was seconded and carried and the following committee was appointed to consider making changes on the third floor and equipping same into a practical gymnasium, this committee to submit data at the next Executive Committee meeting:

Mort Stuart, Chairman
 W. A. McCammond
 H. Brennerman
 I. F. Parker
 C. A. Mills
 Paul H. Mann
 Chas. P. Hill
 H. W. Edmonds
 L. H. Covell
 E. Moyer
 H. L. Wiggam

Mr. Stuart asked the Committee to co-operate with him in boosting the Pacific Electric Camp, to ask the heads of the different departments to show an interest and give it all the publicity possible in their respective departments, as many of the employes do not take the time to read the Pacific Electric Magazine, which should be impressed upon the employes as of great importance, as all official notices and affairs pertaining to the employes are published in full in this monthly magazine.

There being no further business, the meeting adjourned at 3:30 p. m.

CLUB DONATIONS

The Club has been presented by six very fine records during the past month. By Mr. Roy Rennie of the Electrical Department "In Wintertime" waltz, "A Perfect Day" medley waltz, "Kamarmaskaia" waltz and "Highland Fling," and by Mr. Chas. P. Hill of the Vice-President's office "Dardanella" fox trot and "My Isle of Golden Dreams" fox trot. The management of the Club wishes to express the appreciation of the members in receiving these beautiful records.

Mr. Charles P. Hill, who is Night Assistant Manager at the Pacific Electric Club, and who has been connected with the General Superintendent's office for several years, has been since the 4th of February taking the place of Mr. Roy Cheever, Executive Secretary, Vice President's office.



OUR NEW CHIEF DISPATCHER

On Feb. 22nd, Horace E. Miller was appointed Chief Dispatcher of the entire Pacific Electric system, with offices in P. E. Bldg. Mr. Miller entered the railroad service of the Rock Island Railroad, Sept. 3rd, 1891. Worked as a brakeman and conductor for that Company on various divisions, through Illinois, Iowa, Nebraska, Kansas, Texas and New Mexico. Resigned in Dec., 1904, went to Montana to work for the Chicago, Milwaukee and St. Paul new extension. Worked one year as conductor and was promoted to Trainmaster, which position he held for three years, resigned March 10th, 1908, to come West. Went to work for the P. E. Railway as a Towerman, then as a freight conductor, and in 1910 was made Dispatcher on South Division. Promoted to Assistant Trainmaster, Jan. 20th, 1919, which position he held until the above appointment.

The establishment of the position of "Chief Dispatcher" was done by the management for the purpose of better co-ordination in the operation of train service and to centralize and unify the work of that department. Mr. Miller's long experience with this Company and his intimate knowledge of its service assures at the outset the successful culmination of the management's plans. He is in receipt of congratulations from many of his friends.

TRAINMEN'S ENTERTAINMENT

On March 16th will be held the Transportation Department's meetings and an exceptionally fine program has been prepared, to consist of the comedy "Squarred," by Mr. and Mrs. Sidney Drew, the beautiful Post Nature picture "Raindrops," and Bray Picograph.

On account of the many requests received, wieners and sauer kraut will be served after the entertainment.

ENGINEERING NOTES

F. A. Weller, one of the best known members of the former Maintenance of Way Department, favored us with a visit recently. His business interests in the East have been responsible for his few and short visits during the past two years, but from his expressed dislike for the severe winters of the East, it is thought that he may be here long enough for his many friends to renew their acquaintances with him.

LEFT! RIGHT!

Fred H. Hanson is now assisting Major Lansdale in the handling of work connected with the valuation of the G., H. & S. A. R. R. The work of valuation with this company is nearing such a state of completion, that he accepted a very advantageous offer as made by his former superior officer in this company.

SEASONAL

A 52% increase in the number of marriages this year may or may not be due to the fact that this is Leap Year; however, we have one man who claims that his recent act was the result of a long standing agreement had between himself and a young lady now known as Mrs. O. R. Dunigan. Those who claim to know, say he is very much to be complimented.

CON

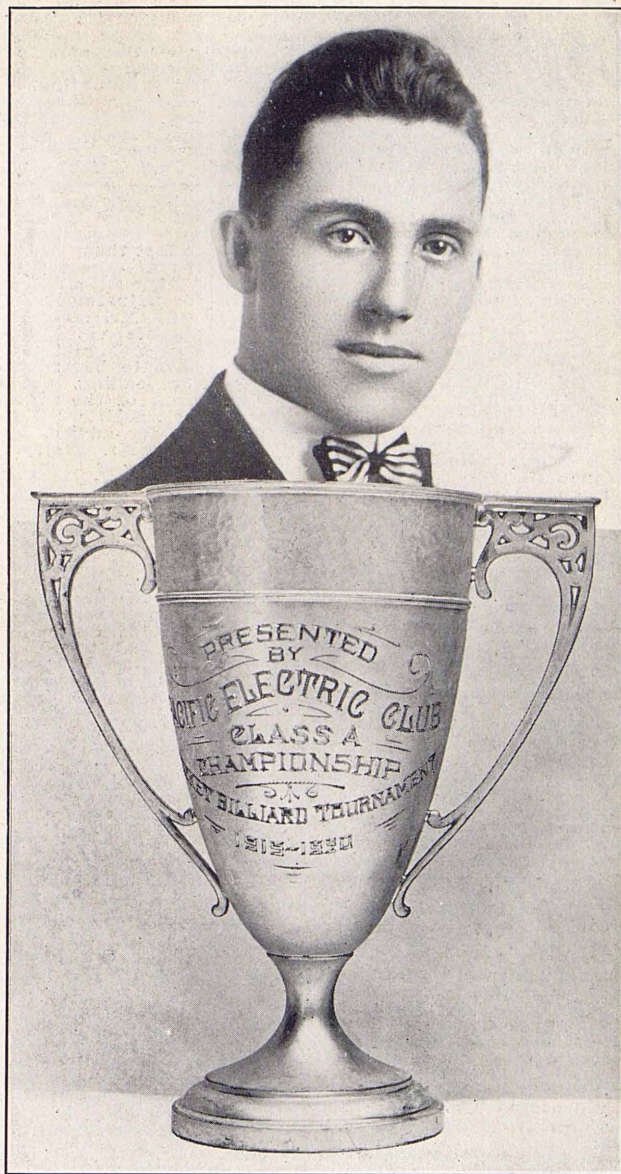
Guaranteed to be one of the 3%, known to be legitimate oil concerns, is the claim of J. W. Bennett, President of the "Pacific Electric Limited." Leases have all been sold and a nearby well is expected to trickle in soon, which is expected to advance the value of leases a thousand per cent or so. His latest bulletin issued for the benefit of his satisfied customers was: "Struck mud and water in Trickle No. 1 today, excellent prospects to find an oil bubble any day now."

HASKELL-MURPHY

The outstanding feature of the recent race at Beverly, in the mind of one of our most prominent critics, who viewed the race for 35c at the Kinema theatre, was the lasting impression given by an advertisement for "Jazz-Cat" Oil as displayed seemingly on a hill nearby, such as the "57" prominent here about. Fred then goes on to explain that the sign is really on a pair of size 54 "rompers" worn by Earl Haskell in the pit of Hill, one of the drivers, and as he turns following the cars around, (still taking up the entire field of the camera), holds up three fingers for his man—evidently trying to keep the doctor away.

M. C. Halsey claims to have lost his hat at a banquet recently—it would be easier to believe if someone could be found who had ever seen his head bared.

I. A. Hubon: "I haven't been home for two months." What's the matter, split a switch?



The above photographs are of L. H. Covell, the holder of championship in Class "A" Pool Tournament of the Club, who has defended his title twice—once against R. A. Covell and once against L. M. Kohler. The other gentleman is F. L. Ford, holder of Class "B" championship, who has successfully defended his title against L. H. Brooks.

A tournament in Class "A" for the third whirl will be held beginning Monday evening, 8:00 p. m., March 15th, at the Club. That of Class "B" will begin on Monday, March 22nd. Both tournaments will consist of 75-ball continuous line-up pool and the winner of each tournament will meet the Champion for cup rights—the game to be 450-ball in three blocks.

All contestants not appearing at time of calling game will forfeit game, unless on account of sickness.

Transportation Department Meetings

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division trainmen was held on Feb. 17th at the P. E. Club, meeting being called to order at 8:15 P. M. by Chairman Walker.

In addition to the Northern Division Staff, there were thirty-five trainmen present.

The minutes of the previous meeting were read and approved.

Question of overalls for uniforms again brought up; men on San Bernardino Line would like a standard uniform made of overalls to be laundered each week.

Disposition: Mr. McPherson stated that he did not believe the management would care to do this, but that it would be permissible for men to carry overalls which they could wear when

making repairs, but that they must be taken off when train was started.

Communication from Western Division in regard to joint meeting once each month for all divisions and requesting that a committee be appointed from the Northern Division to meet Western Division and Southern Division Committees in order to arrange program for the next meeting.

Disposition: Chairman appointed Messrs. Mills, Paxton, Snedaker, to act. By Mr. Spellane, that limited trains are not slowing down passing Garfield and Ynez, to 30 miles per hour.

Disposition: Mr. Bradley will take necessary action.

By Mr. Wade, that express cars at S. P. Station are not inspected and minor repairs not made.

Disposition: Matter will be taken up

with the Mechanical Department.

By Mr. Spellane, that 1200-class cars should be curtained so that motorman will be in the dark.

Disposition: This question is now under consideration. Mr. Bradley will take up.

By Mr. Riordan, that trolley catchers on our equipment at present are in very bad condition, account broken springs and hooks.

Disposition: Mr. Bradley will take matter up with Mechanical Department.

By Mr. Holmes, that some way be provided for a hat check clip to be installed in 700 class equipment.

Disposition: Discussion brought out the fact that this is not necessary.

By Mr. Mills, that trainmen should be more careful in reporting defects to switchmen at Pasadena, as delays are caused by not reporting defects promptly and they are not found until the trains are ready to start.

Disposition: Mr. Bradley will bulletin this to trainmen, and the Staff will check the men on this.

Mr. S. A. Bishop addressed the meeting in regard to accidents and explained the dangers of following preceding trains too closely; also that conductors should be especially careful in watching the rear steps as step accidents are on the increase and can be avoided.

He called attention to the fact that trainmen should secure all the witnesses possible in any accident, as a good many disappear and cannot be located afterward; therefore the name of every witness is needed.

He asked the co-operation of every trainman to avoid as many accidents as possible.

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

C. H. Belt, Secretary.

RIVERSIDE MEETING

The Northern Division, Eastern Lines, trainmen held their regular monthly meeting on Feb. 10th, at Riverside, Chairman D. J. Finley calling the meeting to order at 7:30 P. M. with approximately twenty-five men in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

Feed wire between Bloomington and Rialto.

Disposition: The Electrical Department are looking into this matter to see what can be done.

Ohmer Fare Registers.

Disposition: Mr. Bradley has taken this up with the Ohmer people and correction is being made.

Bill boards at the corner of Mill and E Streets.

Disposition: The Maintenance of Way Department advises that, being on public street, they cannot do anything in the matter.

Curtains missing from cars on the Colton line.

Disposition: Mr. Gilbert advises that curtains have been ordered for these cars. Also, that he has taken the matter of curtain guides up with the Los Angeles office.

Switches in San Bernardino Yard.

Disposition: The Maintenance of Way Department have put same in good order.

Inconvenience caused by missing trolley chains.

Disposition: The Mechanical Department advises that all trolley catchers have been equipped with chains.

New trolley catchers have no guide to keep rope in place.

Disposition: Mechanical Department advises that all cars are being equipped with standard trolley catchers.

Smoking compartments for all 1200-class cars.

Disposition: Referred to Central Safety Committee for action.

Trees need trimming south of Bloomington Tower.

Disposition: This has been attended to.

Lights at Lone Hill.

Disposition: The Electrical and Maintenance of Way Departments are attending to this matter.

Poor oil in lanterns.

Disposition: The Store Department advises that it is the same kind of oil that they have been using for years, but will have a test made and see if it is still up to the standard.

Track on Market Street between First and Fifth Streets.

Disposition: Mr. DeNyse advises this track is all worn out and will have to be rebuilt.

That copies of all runs be available at Riverside and San Bernardino.

Disposition: Run books have been completed at these places.

Switch at Mill Street and Colton Avenue.

Disposition: Has been repaired and is now in first-class condition.

Lights at Magnolia Junction.

Disposition: These have been repaired and are O. K.

New Business

By E. E. Eldrige, that he did not think it fair to allow Motorman C. L. Ellis his seniority from the time he was employed as guard, for the reason that when he was acting as same he

came to him and asked what he thought the chances were for him to get on as motorman. He also asked other trainmen the same questions.

Disposition: Referred to Mr. Bradley for information.

By Mr. Chase, that there are many low joints on the Colton-Arrowhead line between Base Line and Highland Avenue.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Mee, the waste of conductors' stationery at Riverside Station; also, some conductors take enough supplies to last them two or three weeks, which leaves others short.

Disposition: Referred to Mr. Peachey for adjustment.

By Mr. Mee, that the baggage car operate via La Cadena and Market Street so that the baggage would not have to be trucked out to 7th Street for loading, but could be loaded in front of the Station instead.

Disposition: Referred to Mr. Bradley for advice.

By Mr. Finley, that the Seventh Street car in Riverside use the signal track between Market Street and the Santa Fe Station so that the Riverside-Redlands cars would not have to switch out of its way below Market on Seventh Street.

Disposition: Referred to Mr. Peachey for attention.

By Mr. DeNyse, that Dispatchers fail to give the men who are operating gasoline cars the proper information relative to extra trains, especially on San Bernardino line, which is very liable to cause accident.

Disposition: Referred to Mr. Bradley for consideration.

By Mr. Scott, that a curtain be placed back of the motorman on 200-class cars so that the lights in car will not interfere with his vision.

Disposition: Referred to the Mechanical Department for attention.

By Mr. Scott, that a bank of lights be placed over No. 1 switch leading into the carhouse, San Bernardino, as it is impossible when turning the trolley to find the trolley wire after dark.

Disposition: Referred to the Electrical Department.

By Mr. Corl, that a curve be installed from 7th Street on to Market Street so that the Riverside-Redlands cars could stand in front of the station at Riverside, as the business men want these cars to come down Main Street instead of Market Street, and a great many people miss these cars as they do not know where they start from at the present time.

Disposition: Referred to Mr. Bradley.

By Mr. Bradley, that a new style of switch leading from the Highland line on to the Oil Spur be installed, for lever off the present one, when thrown, is liable to fly up and strike the trainman.

Disposition: Referred to Mr. DeNyse.

By Mr. Bosley, that a shade be put up back of the cluster of lights on car 1311 so that the light will not be reflected on the motorman's window.

Disposition: Referred to Mr. Gilbert.

By Mr. F. H. Smith, that trains 20, 28 and 78 do not stop between Riverside Station and Hancock to pick up passengers, for the reason that a number of Cement employes get on these trains with their dirty clothes and ia leaves the car in a dirty condition when they get off at Crestmore, which causes complaint from our through passengers.

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

By Mr. Downs, that a gas stove be installed in the trainmen's room, Riverside, for the reason that it is not necessary to keep a coal fire burning continuously and a gas stove could be used when required.

Disposition: Referred to Mr. Bradley for attention.

By Mr. Bosley, that a wig-wag be installed at East Alta Loma on account of a road being recently improved and there being much travel over it.

Disposition: Referred to Mr. Bradley.

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

F. E. Peachey, Secretary.

LONG BEACH MEETING

The regular monthly meeting of the trainmen, with headquarters at Long Beach, was held at 10:00 a.m., February 13, 1920, with 20 men present.

In the absence of Chairman Tolle, Conductor R. N. Parrent was elected chairman pro tem.

The minutes of the last meeting were not read, but the minutes of the Division meeting of last month were read.

New Business

Recommended that an automatic flagman be installed at Temple street, and also at Willow street; this latter street carries the bulk of the travel that used to move on Hill street.

Disposition: Referred to Central Safety Committee for attention.

Recommended that fixtures similar to those for holding, Pyrene fire extinguishers be used on cars to hold signal cans, instead of present device.

Disposition: Referred to Mechanical Department for consideration.

Recommended that switch locks on equipment boxes be changed to side of box, in present location, they catch the clothes of passengers.

Disposition: Referred to Mechanical Department.

Recommended that the switch light and target at Broadway and Answer, Redondo avenue line, be made yellow instead of green; new men are unfamiliar with situation and pass the switch at dangerous speed.

Disposition: Referred to Maintenance of Way Department for attention.

Recommended that toilet and lavatory be provided at San Pedro; use of facilities at Southern Pacific depot are denied our men since the trouble.

Disposition: Referred to Mr. Davis to take up.

Attention again called to bad order switch locks; trains trying to get into clear frequently have difficulty in opening switches.

Disposition: Referred to Maintenance of Way Department.

Recommended that larger staples be used on light circuit boxes; shackle of lock binds in staple at present.

Disposition: Referred to Maintenance of Way Department for attention.

Recommended that track be repaired on East Seventh street, also inbound on Newport line between Zaferia and Willowville track is very rough.

Disposition: Referred to Maintenance of Way Department for attention.

Recommended that overhead switch on turn-out to Torrance cut-off, out-bound, be lined up; trolley will not ride.

Disposition: Referred to Electrical Department for attention.

Recommended that a hydrant be installed at Willowville, for drinking water and to afford men chance to wash hands.

Disposition: Referred to Mr. Davis for such action may be consistent.

Recommended that 10 minutes more running time be allowed on Willowville trip on Third street and Redondo avenue cars, and that during rush hours an assistant trainmaster be stationed at Third street to keep cars spaced, turning them back when necessary account being bunched. Under present system cars keep on making full trips regardless of how late and frequently 4 and 5 cars trail each other with 150 passengers on head car and none on the others.

Disposition: Referred to Mr. Davis for consideration.

General discussion on local fares and transfer situation. Many new men not entirely familiar with rules, etc.

Disposition: Recommended that a traveling passenger agent spend some time with crews on local lines to instruct them in the matter.

Recommended that when new supply of form T S 1 is order, it be revised to include half fare sold.

Disposition: Referred to General Passenger Agent for consideration.

Recommended that rule requiring East Third street cars to wait for main line trains be suspended during the

heavy trips in rush hours; local cars are already overcrowded and nothing is gained by waiting to crowd on more.

Disposition: Referred to Mr. Davis for his consideration in connection with Item 11; if assistant trainmaster be stationed at Third street he can also handle the matter of local cars waiting for main line trains.

There being no further business before the meeting, adjourned at 12 noon.

G. H. GRACE,
Secretary.

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SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division trainmen was held on Feb. 17th, in the Auditorium, Pacific Electric Club, Chairman Mulligan calling the meeting to order at 8:15 p.m.

The attendance numbered about thirty trainmen, in addition to Superintendent Davis and Staff members, and General Claim Agent Bishop.

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

In advance of the regular order of business, Mr. Bishop addressed the meeting on the subject of accidents, and asked for co-operation of all concerned that they might be reduced.

He referred to some recent cases, due entirely to violation of rules, and hoped that more attention would be given to proper observance of the rules and regulations, which were based on long experience and were absolutely necessary for safe operation.

Some motormen were careless in following preceding trains too closely, with the usual result that they got together. Step accidents were mounting up and were far ahead of what they should be; if they could be reduced 50 per cent or 60 per cent it would result in an annual saving of approximately \$125,000.00 per year.

Automobile accidents were very numerous and could be cut down by using extreme care in operating trains.

In all accidents it is very essential to get the names of all witnesses possible as it frequently happens, if a case comes to trial in court, that some of the witnesses cannot be located. There is a tendency to laxness in securing the names of witnesses.

Recommended that many step accidents would not occur if all Interurban cars were provided with cabs so that motormen could watch the rear step; that conductors necessarily had to be inside the car, which was frequently crowded and it was difficult to see passengers who might be attempting to board the car, particularly when they come from around the end.

Disposition: The question of providing cabs has not been definitely settled; eventually local cars will all be converted into the P A Y E type, which will help the situation materially. Regardless, however, conductors must know that passengers are safely on and off before giving proceed signal.

Mr. Shangle, of the Western Division, addressed the Chair, and presented a resolution passed at the last Western Division meeting, providing that a committee of three be appointed from each Division to confer with officials and arrange for a joint meeting of all Divisions to be held once each month at 7:45 p.m. to 9:30 p.m., and that if entertainments were to be provided for the families of the trainmen, such entertainments should begin not later than 8:00 p.m.

It was moved and seconded that a committee of three be appointed, in accordance with the above, to meet with the committees of the Northern and Western Divisions immediately after adjournment.

The motion carried.

The Chair appointed J. B. Murphy, E. D. Whitman and L. L. Wilson to act on such committee.

Recommended that improved bulletin boards be provided at carhouses so that bulletins when posted could not

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

Passenger Revenues	\$ 804,738.76
Feright and Switching Revenue	275,686.62
Other Revenue	46,829.80

Total Railway Operating Income.....\$1,127,255.18

Operating Expenses

Way and Structures:

Wages	\$ 61,075.27	
Material, Supplies, Etc.	37,849.87	\$ 98,925.14

Equipment:

Wages	\$ 95,766.80	
Material, Supplies, Etc.	36,523.11	\$132,289.91

Power:

Wages	\$ 20,665.18	
Material, Supplies, Power Purch., Etc.	98,349.67	\$119,014.85

Conducting Transportation:

Wages	\$318,040.12	
Material, Supplies, Etc.	32,321.51	\$350,361.63

Traffic:

Wages	\$ 5,234.88	
Advertising and Mat'l, Supplies, Etc.	6,897.06	\$ 12,131.94

General and Miscellaneous:

Wages	\$ 41,778.18	
Injuries, Damages, Mat'l, Sup., Etc.	79,252.44	\$121,030.62

Total Railway Operating Expenses:

Wages as above	\$542,560.43	
Other Charges as above.....	291,193.66	\$833,754.09

Transportation for Investment—Credit:..	6,193.85	\$827,560.24
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Revenue Less Operating Expenses.....		\$299,694.94
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Depreciation	\$ 22,573.21	
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Taxes Assignabel to Railway Operations.....	49,982.95	
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Total Depreciation and Taxes.....		\$ 72,556.16
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Revenue Less Operating Expenses, Dep. and Taxes..		\$227,138.78
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Non-Operating Revenue		14,976.31
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Net Revenue		\$242,115.09
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Interest on Bonds and Other Debt.....	\$291,645.30	
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Rents and Miscellaneous Income Deductions.....	33,401.31	
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Total Deductions		\$325,046.61
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Net Loss		\$ 82,931.52
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H. A. CULLODEN, Auditor.

Los Angeles, California, February 21, 1920.

be removed except upon proper authority. Suggested that bulletin boards be covered with glass and so arranged that they might be locked.

Disposition: Mr. Davis will take the matter up and have this done.

Recommended that stop signs at railroad crossings be provided with lights so that they can be illuminated.

Disposition: No action taken.

Recommended that some arrangement be made to prevent local passengers taking San Pedro cars inbound, instead of using local cars around West Basin.

Mr. Patton, of the Traffic Department, stated that conductors should not issue transfers in such cases on Interurban cars.

Disposition: Mr. Davis stated that the existing condition was merely temporary.

Recommended that the present system of bulletining passes in one bulletin be improved by periodically issuing a list of the lost passes in printed form so that each conductor might carry one with him.

Under present system, necessary for them to copy off long lists in a book provided the list is in bulletin book; however, many times the bulletin is torn out of the book very soon after

being posted and is not available to many of the men.

Disposition: The subject will be referred to the management.

There being no further business before the meeting, adjourned at 9:10 p.m.

G. H. GRACE,
Secretary.

PE

WESTERN DIVISION MEETING

The Western Division Trainmen's meeting for February was held in the Committee Room of the P. E. Club on Feb. 17th, with Mr. Bert Shangles Chairman.

Unfinished Business.

Relative to the matter of arranging for toilet facilities at Highland Avenue and Santa Monica Boulevard, also at Owensmouth, Mr. White stated that the matter of toilet facilities at Highland Avenue and Santa Monica Boulevard was up with the Engineering Department at this time and that he expected something from them within a day or two. As regards toilet facilities at Owensmouth, he stated arrangements are being made through the Traffic Department to have the tenants now occupying the station building move out and the

quarters to be rented to the Women's Club, with the understanding that the toilets would be available for our men, and that he expected something from Mr. Smith on this within a few days.

The following report was received from the Committee appointed at the previous meeting to consider the question of holding the trainmen's meeting on a different night than the entertainment:

February 17, 1920.

To the Chairman of the Transportation Meeting, Pacific Electric Railway: Your committee on resolutions submit the following report:

That for the best interest of the Transportation meetings, hereafter we meet at 7:45 p.m. to 9:30 p.m. and if there is to be entertainments for the families of the trainmen, that such entertainments will begin not later than 8:00 p.m.

Also resolved that a committee of three (3) be appointed by the chair, to confer with a like committee from the other two divisions, with the Pacific Electric Officials, in regards to holding a system meeting once a month.

L. L. PIERCE, Chairman.
W. L. JENKS.
E. L. CONVERSE."

In accordance with the above recommendations the Chairman appointed Mr. Jenks to confer with the Northern Division and Mr. Clayton with the Southern Division.

New Business

MR. CONVERSE: The type of overhead between 7th and 9th streets on San Pedro street is not satisfactory on account of tension of trolley pushing trolley wire to one side. Mr. White explained this was no doubt due to slack trolley and he would refer the matter to the Electrical Department immediately for correction.

MR. DENNEL (Motorman): Stated he wished to again call the attention of the meeting to the reporting of bad order cars by trainmen. The question had been brought up at a previous meeting by Chairman Shangle but that he thought it had not been given publicity enough, and felt everyone should give special attention to this reporting and see that it was followed up. General Foreman Todd of the Mechanical Department stated that in there were bad order cars that was just what they wanted to know, but that he felt they would get better results if the reports were made immediately instead of waiting to bring them up at the trainmen's meeting, and cited as an example the handling of gates on the 200 class cars. He said he was following this reporting up vigorously and felt that with the co-operation of the men, by their reporting bad order cars promptly, the desired results could be obtained in a short time.

Complaint that no arrangements were made for time to eat on some of the runs, for instance, run 92, reports for duty at 5:00 a.m. off at 2:15 p.m. with not sufficient time or lay over at any point to eat. Mr. White stated that he would look into this situation, not only on run 92 but on the other runs, and stated that he felt arrangements could be made so that the men would be allowed time to eat and he would report something further at the next meeting.

Glendale Line—East Broadway. No platform. Mr. White stated he already had that question up with the Engineering Department and that a letter had been written to them recommending that a platform be arranged for and that he would follow it up vigorously and be able to report something at the next meeting.

Complaint that the lunch room at Sherman was not as clean and did not serve as wholesome food as was desired. Mr. White stated that he had received complaint signed by several of the men working at Sherman that conditions at the lunch counter were not satisfactory and that he already had a man looking into it. He felt that possibly there was some excuse for Mrs. McDonald, the proprietress, on account of shortage of help and

inability to keep help at Sherman, etc., but that he would like to hear some expression from some of the other men as to how they found conditions. Mr. Pierce stated that he thought the lunch counter was fair, that Mrs. McDonald was having trouble to keep help, that she opened the restaurant originally upon the invitation of some of the men, but that conditions had changed considerably and that he thought Mr. White and the other officials would be able to work out some solution that would be satisfactory to everyone.

Committee-men Jenks and Clayton, sent to confer with the Northern and Southern Divisions, reported that the other divisions had appointed two members each to meet with the Western Division committee-men after the Division Meetings were over, to consider the changing the Division Meetings so they would not be held on the same evening as the Trainmen's Meetings.

There being no further business, Chairman Shangle stated the meeting would adjourn, out of respect of Motorman E. L. Leach, whose death had been reported to him that evening.

Acting Secretary.

PE COMMENDATION

Commendation is extended to Conductor No. 1288 (A. D. Swift) and Motor No. 1217 (J. S. Ramsey) by patron of the South Pasadena Line as follows:

"Would like to say a word of praise for Conductor 1288 and Motorman 1217 on Car No. 473 South Pasadena Line outbound today at about 4:00 p.m. This conductor was one of the most businesslike men in his work I have seen—called all his streets, flagged properly. Motorman handled his car easily and smoothly, was careful at safety stops and was gentlemanly to passengers boarding and leaving front end of car."

"This is about as good a crew as I have seen on the Watts-South Pasadena Line."

From a patron of our Northern Division, we are in receipt of the following:

"A most gratifying exhibition of that trait which is almost a rarity among public servants prompts me to make mention to you of P. E. Conductor No. 92 (H. K. Riordan). The sincere courtesy shown in his attention to an elderly tourist couple on the Pasadena trip yesterday merits the recognition of his superiors."

The above commendation was received on February 20th from Mrs. W. Homer Lee of 124 1-2 North Eastlake avenue.

PE

Having read much criticism of service, management, etc., of P. E. lines, I wish to add to this my tribute on the other side. Four generations of our family have been passengers on the Edendale and Hollywood lines for eleven years. I myself use the Edendale cars four times daily, and only twice in these eleven years could I complain of any discourtesy. At present we think we have the best service in the city. One young conductor No. 2110 (I do not know his name) is certainly A-1—helps all the old ladies on the car, waits for the rheumatic old gentlemen, looks out for the little folks, answers numberless questions, foolish and otherwise, and never fails to call the streets. We all like to ride on his car, and we

notice others that are almost as good.

Incidentally we wish you to know that we out Edendale way appreciate the 4:30, 5:00 and 5:30 A. M. cars which are such a convenience to both employer and employee.

Cordially yours,
EMILY R. ALTER,
1437 Lake Shore Ave.

The conductor mentioned is Mr. Harold Jacobs, of the Western Division, who entered service Dec. 31, 1919. It might be some of our other men could get a lesson from this.—
Editor.

PE

"DON'T, MR. CONDUCTOR"

Don't lift expired transportation. Tickets which have expired should be returned to party presenting same and regular fare collected from such passenger.

Don't unfold triple or any form of tickets with blank side of same turned upward, as this frequently results in wrong portion of ticket being given to passenger.

Don't fail to issue upon request, card receipt, Form P. 34 for fare paid, or in any case where passenger is entitled to or liable to make application for refund.

Don't accept coupons from individual commutation book for transportation of other than party whose signature appears on back cover of same. In such case accept coupon for transportation of party entitled to use of same, collect regular fare from other passenger, and return book to owner.

Don't accept coupons from Thirty Ride Family commutation books for transportation of others than those whose names appear on back cover of same.

Don't accept one coupon from Thirty Ride Family commutation book, in payment of transportation of two children between the age of five and twelve years. Separate detachment must be made for each child.

Don't honor coupons from 40 Ride School commutation ticket for transportation on Saturdays, Sundays or Legal Holidays as specified on back cover of tickets, and such ticket must be honored only within defined 5 cent fare limit of city for which issued, as described on page 2-B. of Local Passenger Tariff No. 726.

Don't fail to read carefully Section 3, page 3, Bulletin P. D. 459-D, contained in your tariff file, for further instructions relative to honoring commutation tickets.

Don't return ticket to passenger, which you have cancelled in error, without first making notation on back thereof, "Cancelled in error" adding also your badge number.

Don't fail to examine closely, all forms of tickets presented for transportation. Many mistakes and complaints can be avoided if more attention is paid to this matter.

Don't punch out heading "Issued in exchange for" or "Cash Fare" shown on triplex tickets, but punch below these headings whether issued for "Ticket," "Commutation Ticket," "Cash Coupon," "Pass," "Exchange Check," "Half Fare," or amount of

such fare collected, in space provided for that purpose.

Don't punch triplex when issued in exchange for return portion of triplex as issued for "Exchange Check." Punch out, in this case "For Ticket."

Don't fail to punch triplex tickets, Forms W.D.T.-2, S.D.T.-1 or S.D.T.-5, at point of bracket embracing west coast Beaches or South Coast Beaches as the case may be, when selling round trip tickets between Los Angeles and any point included in brackets. When fare is the same between Los Angeles and all such points, return portion of tickets punched in this manner may be honored to or from any one point included in bracket where punched, according to routing specified on page 1-A Local Passenger Tariff No. 726.

Don't fail to issue emergency transfer if passenger has been carried beyond destination desired. If in local territory use whatever form local transfer used in that territory punching "Emergency" in proper direction. If in interurban territory use triplex punching "Emergency" also point where passenger leaves your car to station at which passenger should have left car, and same will be honored accordingly.

Don't fail, when mistake has been made in registering wrong fare to also register proper fare collected, and make notation on trip sheet in remark column of wrong fare registered viz: "Ticket collected registered in error" or whatever case may be.

Don't repunch ticket or transfer if punched wrong when issuing same. Cancel entire ticket or transfer and remit to auditor with other ticket collections and issue to passenger, ticket or transfer properly punched.

Don't fail when issuing transfers to punch line from which issued under heading "In" or "Out" according to direction traveling in space provided for this purpose.

Don't "Pass the Buck" to the next man by leaving it to him to straighten out your mistakes and at the same time perhaps causing passenger to suffer humiliation and inconvenience. Avoid mistakes, as far as possible, but if mistakes has been made by you, rectify it to the best of your ability, before passenger leaves your car.

J. A. BIRMINGHAM,
T. P. A.

PE

COUNTING AND MEASURING

It is interesting to note the origin of common terms, as the most obvious origins frequently escape attention because they are so common.

Horses are said to be hands high, and man feet tall. The digit completes the group, being the Latin digitus, or finger.

The Latin decem, or ten, is the source of our decimal, while calculi, meaning to count by pebbles, is the source of our calculate.

We get the fathom from our Anglo-Saxon forbears, who understood faethem to mean the width of the bosom or extended arms. The ell and cubit are of Latin origin, meaning the elbow.

What Railroads Have Accomplished

Riverside Press

Criticizing the railroads is one of our most popular pastimes. Everybody jumps onto them for poor service, everybody lambasts them for inefficiency. The blame is heaped alike upon the railroad executives, the railroad employees and the "government" which for two years has had official control.

The criticism is natural enough, for it is the result of cast inconvenience to the public in slow freight movement and inadequate and uncomfortable passenger service. But there is another side to it. In fairness to the railroads, here are some facts which ought to be remembered.

Edward Hungerford, writing in the Saturday Evening Post, tells of a diagram chart prepared by a big railroad executive in 1916, in order to get a line on future freight increases. Going back to the year 1900, when the traffic amounted to 140,000,000,000 ton miles, and plotting the increase year by year up to 1916, he found the average annual growth was 7½ per cent. Extending the line in conformity with that sixteen years' record, he found that in the normal course of events American railroads would be hauling 410,000,000,000 ton miles of freight in the year 1925.

But see what happened. In that very year 1916, the roads hauled 340,-

000,000,000 ton miles, which was 30,000,000,000 more than they should have hauled normally. In 1917 the traffic jumped to 400,000,000,000 ton miles. In 1918 it had reached the volume forecast for 1925. Last year there was a slight decline, due to the coal strike, the steel strike and other factors. Still, the total was far ahead of anything that might have been expected three years before. The present volume is greater than the roads ought to have had thrust on them until several years hence.

And how have they done this huge piece of work? With an expenditure for necessary trackage and other permanent betterments of \$500,000,000 altogether for the last two years, whereas the average for that purpose during the decade before was \$572,000,000 a year, and James J. Hill had proclaimed that it ought to be \$1,000,000,000 a year, and other experts have insisted it should be \$2,000,000,000. Also with an outfit of rolling stock admittedly over half a million cars and many thousands locomotives short of what it should be.

With the tremendous task imposed on them, and the insufficient revenues and inadequate equipment they have had to work with, the wonder is that the railroads have done as well as they have in the past three years, and are doing as well as they are today.

AMONG THE GLOOMS

Pity the poor street car company. In the last three years car fares have had to be advanced in 460 different cities in order to keep the traffic corporations out of the poorhouse. In sixty towns 10-cent fares are being still collected, but the 7-cent rate seems to be the prevailing one. During 1919 no less than forty-eight companies operating a total of 3781 miles of tracks passed into the hands of receivers. They could not meet the interest on their obligations and most of them were shy on their operating expenses. In the last three years a total of ninety-eight corporations, representing more than one-sixth of the street car mileage of the country, have become involved in bankruptcy proceedings of one form or another. The man who holds a block of stock in the street car company is no longer mentioned as a magnate. He is a poor devil for whom we will be presently passing the hat. When Henry Ford gets his trackless chariot to running a city street car franchise won't buy a mess of ham and eggs.—Times, Feb. 26.

PE

"Little boy," asked the well-meaning reformer, "is that your mamma over yonder with the beautiful set of furs?"

"Yes, sir," answered the bright lad. "Well, do you know what poor animal has been made to suffer to adorn your mamma so proudly?"

"Yes, sir; my papa."—N. Y. Times.

MR. CHEEVER'S DOG IS FINE, "THANK YOU"

Real estate dealers now call themselves "Relators"—undoubtedly because of the wonderful tales they tell.

PE

Hereafter any vacancies that occur in P. E. Ry. or P. E. Land Co. houses will be bulletined at the P. E. Club and Company employees given first opportunity to secure these houses at a very reasonable rental.

PE

Mr. Florence: "Have you had the Flew this year?"

Miss C—: "I don't know, I have the same dizzy sensation I had a year ago, and—"

Mr. Florence: "Excuse me, Miss C—; I said the Flew, not a few."

PE

TURN ABOUT

Fred Jones, our worthy postman, has purchased an auto in which he carries the mails on week days and the females on Sunday.

PE

FOUR POINTS TO SUCCESS IN WINNING A WOMAN

Get 'em young.
Treat 'em rough.
Take 'em nowhere.
Buy 'em nothing.

PE

He—"I love the good, the true, the beautiful, the innocent—"

She—"This is so sudden, but I think papa will consent."—Pacific Mutual News.

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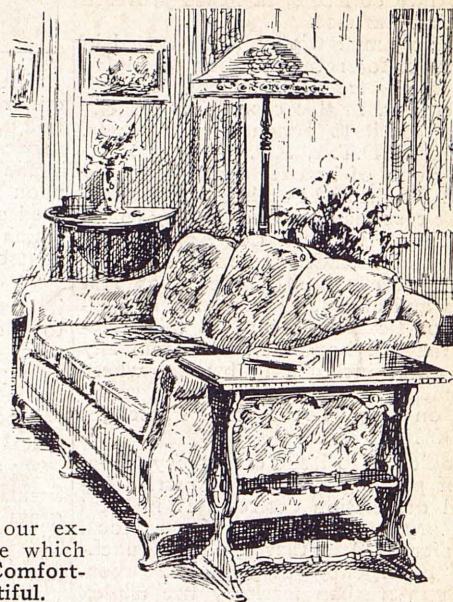
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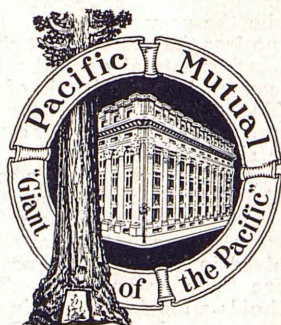


and enriches the atmosphere of homes which it becomes the part of. The kind of furniture best adapted to your needs and the size of your home—whether permanent or temporary—may be appropriately selected from our extensive display of furniture which makes the Real Home Comfortable, Convenient and Beautiful.

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