



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. NOVEMBER 10, 1920

No. 6



HAY - BURNER - ROUTE

The "Connecting Line" *between* Alpine and The Summit

MOUNT LOWE

"SCHEDULE SLOW, BUT GUARANTEED"

"RESERVED SEAT FOR EACH PASSENGER"

PACIFIC ELECTRIC CLUB AFFAIRS

C.M. STUART, ASSOCIATE EDITOR

CLUB CALENDAR

- Wednesday, Nov. 10—**
P. E. Rod and Gun Club Meeting, 8:15 p. m.
- Thursday, Nov. 11—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, Nov. 12—**
P. E. Club All Star Minstrel, Show in Auditorium, 8:15 p. m.
- Saturday, Nov. 13—**
Agents' Association Meeting, 8:00 p. m.
- Monday, Nov. 15—**
(a) Northern Division Safety Committee Meeting, 2 p. m. (b) P. E. Band Rehearsal in Auditorium, 8 p. m. (c) Electrical Department Meeting of all employes of Electrical Department, 8 p. m.; refreshments served after the meeting.
- Thursday, Nov. 18—**
Regular Club Dance in Auditorium, 8:30 p. m.
- Friday, Nov. 19—**
(a) Regular Movie Show in Auditorium, 8 p. m. (b) General Staff Meeting, 10 a. m.
- Monday, Nov. 22—**
P. E. Band Rehearsal in Auditorium, 8 p. m.
- Tuesday, Nov. 23—**
Departmental Meeting of all employes of the Signal Division of the Engineering Department, 8 p. m.; refreshments served after meeting.
- Thursday, Nov. 25—**
No dance on account of Thanksgiving Day, a holiday.
- Friday, Nov. 26—**
Regular Movie Show in Auditorium, 8 p. m.
- Monday, Nov. 29—**
P. E. Band Rehearsal in Auditorium, 8 p. m.
- Wednesday, Dec. 1—**
P. E. Club Executive Committee Meeting, 2 p. m.
- Thursday, Dec. 2—**
Jazz Novelty Dance in Auditorium, 8:30 p. m.
- Friday, Dec. 3—**
Regular Movie Show in Auditorium, 8 p. m.
- Monday, Dec. 6—**
P. E. Band Rehearsal in Auditorium, 8 p. m.
- Tuesday, Dec. 7—**
Southern Division Safety Committee Meeting, 2 p. m.
- Wednesday, Dec. 8—**
(a) P. E. Rod and Gun Club Meeting, 8 p. m. Rabbit stew served after meeting. (b) Western Division Safety Committee Meeting, 2 p. m.
- Thursday, Dec. 9—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, Dec. 10—**
Regular Movie Show in Auditorium, 8 p. m.

CLUB COMMITTEE MEETING

Pacific Electric Club Executive Meeting held at the Club on Wednesday, October 6th, was called to order at 2:15 p. m. by President Bishop.

Roll call showed the following absentees: H. Preston, I. F. Parker, Chas. P. Hill, H. L. Young, Earl Moyer, F. L. Annable, E. C. Johnson, Mr. Chas. Parker not present account of resigned from Company. Mr. E. A. Stevens representing Mr. F. F. Small.

The minutes of the last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund

Balance on hand August 31st,	1920	\$1,218.72
Receipts	745.10	
		Total
		\$1,963.82
Bills and Expenses.....	766.60	
		Balance on hand Sept.
		30th, 1920
		\$1,197.22

Relief Fund

Balance on hand August 31st,	1920	\$ 188.92
Receipts	127.00	
		Total
		\$ 315.92
Paid out in relief.....	90.00	
		Balance on hand Sept.
		30th, 1920
		\$ 225.92

Mortuary Fund

Manager reported Mortuary benefits paid to beneficiaries of James K. Barnes, Local Freight Office, \$475.00, died August 25th and Mr. Dennis O. Nevin, Conductor Southern Division, \$475.00, died September 12th.

Membership

Manager reported th emembership as 3575, and that letters will be sent to those employes who are not members of the Club with prospect of reaching 4000 before the first of the year.

Also reported the figures furnished by Mr. C. H. Burnett, Employees' Day at Redondo Beach and Urbita Sprigs, actual number of bathhouse passes and dance passes issued as follows:

	Redondo	Urbita	Total
Bath Passes....	665	95	760
Dance Passes...	5075	250	5325
Estimated attendance ...	1390	130	1520

Also reported that the excursion on September 25th to the Pacific Electric Camp was one big success in every way and all seemed to have enjoyed the trip and that next year, if possible and if conditions at camp will permit, it is intended that there will be more of these excursions, which give the best of publicity to our Camp.

Also that paper towels, liquid soap and liquid soap dispensers have been

installed at Macy Street Club, Sherman Club, San Pedro Club and 4th and Hill Street Trainmen's Quarters.

Also reported that the Pacific Electric baseball team is going to play winter baseball; was delayed in playing summer baseball, not being able to get the grounds in condition.

Also stated that the Executive Committeemen should exercise the initiative in notifying employes in regard to benefits and social features that are promoted by the Club and talk these affairs with the employes so that the employes will become interested by interest shown by the executive committeemen of the Club.

In regard to the Mortuary Fund, also stated that the Executive Committeemen should never cease in giving publicity and solicitation of application for this fund, for this fund is the most important to the employe of any that is connected with the Club at this time, and it should be kept as near \$500 as possible, and if each executive committeeman would take the time to explain to the employes who are not members the wonderful benefits to be derived therefrom there is no doubt but that the membership in this fund would exceed that of the Club.

Mr. Pierce made some interesting remarks in regard to the past interest shown by the Executive Committeemen and spoke in regard to the importance of all Executive Committeemen giving their heartiest co-operation to the affairs of the P. E. Club, also made mention of the need of lockers at Gardner Junction, also for washing facilities and other rest room features.

Mr. Volkhart requested that the Trainmen's Rest Room on North Broadway, Glendale, be equipped with modern conveniences.

Mr. Wilkins asked that the Rest Room facilities at the end of the Glendale Line be replaced with modern conveniences.

Mr. W. A. McCammond, Executive Committeeman representing the Real Estate, Taxes and Resorts Department, was elected unanimously as Treasurer of the Pacific Electric Club to succeed Mr. Chas. P. Hill, whose resignation was accepted.

The motion was made by Mr. Bishop, and carried unanimously, that the minutes shall stand as approved and read without putting same to vote unless there are errors noted.

Question was raised by the Executive Committeemen of different departments in regard to bath-house privileges, which Mr. McCammond stated he would have details in full at the next meeting.

Southern Division stated they were in need of about half a dozen chairs at 6th and Los Angeles Street Trainmen's Room.

Mr. Pierce made a motion that a vote of thanks be recorded in the minutes in appreciation of the faithful service given by Mr. C. A. Mills, past Treasurer, which carried unanimously.

Mr. Bishop having to leave to at-

tend an important meeting, appointed Mr. S. H. Anderson to preside as President in his absence.

There being no further business the meeting adjourned at 4:00 p. m.

NOVEMBER

Pacific Electric Club Executive Committee Meeting held at the Club on Wednesday, November 3rd, was called to order at 2:15 p. m. by President Bishop.

Roll call showed the following absentees: H. L. Wiggam, H. L. Young, W. L. Jenks, J. H. Brigham, J. R. Johnson, I. F. Parker, H. H. Oefinger, W. A. McCammond, F. L. Annable, E. C. Johnson, S. H. Anderson and F. F. Small (Mr. Small represented by Mr. Stevens).

The minutes of the last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund

Balance on hand Sept. 30, 1920	\$1,197.22
Receipts	911.00
Total	\$2,108.22
Bills and expenses	1,166.04

Balance on hand October 31st, 1920	\$ 942.18
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Relief Fund

Balance on hand Sept. 30th, 1920	\$ 225.92
Receipts	137.65
Total	\$ 363.57
Paid out in relief	123.69

Balance on hand Oct. 31st, 1920	\$ 239.86
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Mortuary Fund

Manager reported that two payments had been made out of the Employees' Mortuary Fund during the past month, one to the mother of Mr. Dave Roberts, an employe of the Los Angeles Freight House, and one to the mother of Mr. Phelps Reed, an employe of the Mechanical Department. These payments amount to \$445 each.

Membership

Mr. Stuart reported that the Club received from the Company to cover dues collected on payrolls the largest check in its history during the past month, same amounting to some \$905, which would indicate a membership of something like 3600. He read to the committee a letter which he was sending out to all employes who have not as yet become affiliated with the Club, with a view of extending the membership to 4000 before the present year closes.

Mr. Stuart read a letter from Mr. McCammond of the R. E. T. & R. Dept., to the effect that trip pass books for Redondo Beach Bath House, containing 100 passes, will be issued from that department to the Heads of Departments on their application to Mr. Burnett, these books to be held by Head of Department to whom they are issued, and given out to employes from time to time at the discretion of the Head of Department, also employes' rate order books containing 100 cards, are issued from the R. E. T. & R. Department to Heads of Departments on

OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS.—September, 1920

Passenger Revenues	\$923,161.79
Freight and Switching Revenue	381,886.68
Other Revenue	59,374.81

Operating Expenses

Way and Structures:		
Wages	\$111,290.80	
Material, Supplies, Etc.	54,593.29	\$165,884.09
Equipment:		
Wages	117,280.35	
Material, Supplies, Etc.	73,639.43	190,919.78
Power:		
Wages	28,554.58	
Material, Supplies, Power Purchased, Etc.	124,097.57	152,652.15
Conducting Transportation:		
Wages	397,133.76	
Material, Supplies, Etc.	25,084.57	422,218.33
Traffic:		
Wages	17,160.56	
Advertising and Material, Supplies, Etc.	5,078.12	12,082.44
General and Miscellaneous:		
Wages	52,046.94	
Injuries and Damages, Material, Supplies, Etc.	55,710.78	107,757.72
Total Railway Operating Expenses:		
Wages as above	723,466.99	
Other Charges as above	328,047.52	
Transportation for Investment—Credit....	1,615.03	1,049,899.48
Revenue less Operating Expenses		314,523.80
Depreciation	22,577.87	
Taxes Assignable to Railway Operation	57,761.84	
Total Depreciation and Taxes		80,339.71
Revenue Less Operating Expenses, Dep. and Taxes..		234,184.09
Non-Operating Revenue		11,207.55
Net Revenue		245,391.64
Interest on Bonds and Other Debt	310,727.83	
Rents and Miscellaneous Income Deductions	39,106.06	
Total Deductions		349,833.89
Net Loss		104,442.25
Net Loss for Nine Months ended September 30, 1920		706,443.83

H. A. CULLODEN, Auditor.

application. These books allowing the holder a special rate at the Redondo Beach Bath House.

Mr. Stuart read to the Committee a letter which he had received from Captain McClure of the Pacific Electric Employees' Company of National Guards, in which he asked that a special dance be given at the Club with a view to possibly stimulating interest in the recruiting of further members in this Company.

Mr. Stuart reported that the lack of facilities for accommodation of trainmen at Gardner Junction had been taken up by him and attention would be given same. Also stated that he had taken up with proper parties matters of facilities for trainmen at Glendale and Edendale, which were brought up at the last Executive Committee meeting.

Mr. Stuart called the Committee's attention to the Minstrel Show to be given at the Club on the 5th and 12th,

in lieu of the Moving Picture shows for those nights, and asked co-operation of the Committee toward making it a success.

Manager also reported that the Electrical and Engineering Departments will, from now on, hold a regular monthly meeting of employes in the Club Rooms, the same as now being held for the Transportation Department. He spoke of the growing population of the Club, stating that the monthly attendance is between ten and fifteen thousand.

Mr. Stuart read a letter which had been received from Mr. Norman Roberts, brother of Mr. Dave Roberts, who recently passed away, in which he stated that it was Dave's desire that \$50 of the amount drawn from the Mortuary Fund be turned over to the Employees' Emergency Relief Fund.

Mr. Stuart reported to the Committee that he had expended the sum of

\$440 for some scenery and curtains for use in the Auditorium, same to be used in connection with the Minstrel Show and other entertainments, which will be given from time to time.

Mr. Pierce made motion that a resolution be drafted and sent to Mr. Norman Roberts conveying condolence of the Pacific Electric Club in his grief and in appreciation of the thoughts of Mr. Dave Roberts toward the Club. And that the resolution become a part of the minutes of this meeting.

Mr. Drake of the Mechanical Department said that employes of that department desired also to hold monthly meetings at the P. E. Club. Mr. Bishop said he would talk to Mr. Titcomb upon the subject.

Mr. Stuart called attention to the growth of the Mortuary Fund membership since the last meeting and thanked the committee for their cooperation. Mr. Drake recommended that the assessments for the Mortuary Fund be increased from 25c to 50c, but after general discussion it was decided that it would be best to build up the present membership on the 25c basis.

Relative to the matter of special dance being given in behalf of the P. E. Company of National Guards, it was recommended that Mr. Stuart take the matter up with Captain McClure.

Mr. Pierce suggested as a means of increasing Emergency Fund that the present Minstrel Show be given a try-out on the road, giving performances at several of the outside points. It was decided to give this matter further consideration later.

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

PE

NOVEMBER MOVIE PROGRAM

November 19th, main feature, Wallace Reed in "The Dancing Fool." "Wes" Tibble his name; Hicksville his station. But the gods had given him syncopated feet. One day he struck New York. His regular job was brushing the dust from Uncle Enoch's moth-eaten jug business. For a dollar a day and experience. His secret side line was a "Pierre and la Peonie" dance in Broadway's classiest cabaret. For \$200 a week and the love of a wonderful girl. Until one night—! A laughing picture with a heart of gold.

Fatty Arbuckle Comedy, "The Sheriff," Paramount Pictorial Magazine. Illustrated song, "There's a Vacant Chair at Home Sweet Home."

November 26th, main feature, "That Something." An industrial uplifting drama. It is the story of the regeneration of a youth and his sweetheart who are located in the early scenes of the play at the bottom of life's abyss—failure. Their struggle upward is fraught with intense moments and accomplished against terrible odds of environment. It is a sturdy study of the life of an American youth who brings success out of failure because he finds "that something"—

OBITUARY

Mr. Dave Roberts, who entered the service of the Pacific Electric Railway on March 24, 1908, as a clerk in the Local Freight Office at 8th and Hemlock Station, Los Angeles, passed away after a short illness, on October 24th, at St. Mary's Hospital, Tucson, Ariz., where he also had the attention of his immediate family.

Mr. Roberts, or Dave, as he was known to all his fellow employes, had many friends on account of his good nature and willingness to help others. He also answered the call of his country during the war, and enlisted in the Canadian Army, but did not get the chance to get into active service.

He was considered one of the faithful employes of this Company and has a continuous service record of twelve years to his credit.

It is the deepest regret that it was not possible for Dave's friends to show their last respects of their sincere friendship, account of not learning of his death in time to send some remembrance, but his fellow employes wish to express sincere sympathy to the family at this time.

His mother, Mrs. Martha Roberts, was named as his beneficiary, as he was a member of the Pacific Electric Employes' Mortuary Fund, and she will receive \$445. Dave's last request was that from this amount he wanted the Pacific Electric Club to receive \$50, as a small token of his appreciation of the Club, for no one got more enjoyment from the Club than Dave, and this is just another one of his wonderful thoughts and deeds.

Norman Roberts, his brother, who up to a short time ago, was an employe of this Company, filling the position of Traveling Freight Auditor, is now engaged in an active business in Redington, Ariz.

The Club has just had installed a new picture screen and oleo combined, and large front curtain, also two sets of scenery for interior and outdoor settings, which is a big improvement to our Club Auditorium. The stage is now in readiness for the comedy plays, musical comedies and vaudeville shows that will be produced this winter.

The new picture screen is of the latest design and the same screens are being used by the leading movie theatres in Los Angeles, which is a great relief to the many movie patrons who attend our regular movie shows, also the movie picture booth has been installed in the rear of the balcony, which gives a better focus to the moving pictures.

Mrs. Louis Stamm, wife of Louis Stamm of the Mechanical Department, Torrance, entertained the Movie Show Patrons on October 29th with a delightful reading of "The Orator at Large" and for an encore gave a short reading from Emerson.

PACIFIC ELECTRIC ROD AND GUN CLUB

Minutes of meeting held October 13, 1920:

Meeting called to order at 8:20 P. M., 22 members being present. The following officers were present: Mort Stuart, L. F. Volkhart, L. R. Spafford and B. M. Geissinger.

Five new members were presented and accepted for membership.

Secretary reported a total membership of 129 and the Treasurer reported as follows: 54 boxes of shells on hand; value \$62.10. Cash on hand, \$75.89; Liberty bond, \$50.00; total, \$187.99.

Mr. Spafford reported that on account of no blue rocks at the traps at the Vernon Gun Club last month, all concerned were notified not to report for the shoot that was to have been held there.

Motion made and carried that we get together at the Vernon Gun Club Sunday morning, October 31st, and shoot for the prizes offered by the club.

Suggested that we have a rabbit stew for our meeting in December. Messrs. Spafford and Geopfert were appointed a committee to secure the rabbits for same.

Motion made and carried that all contests for the year 1920 terminate January 1, 1921.

Mr. Stuart called upon the different members for reports of their hunting and fishing trips. Some very interesting trips were outlined by the members.

Mr. Stuart expressed his desire to boost the membership up to two hundred in the near future.

Motion made and carried that we have steamed mussels for our meeting in November.

Meeting adjourned at 9:45 P. M. and all members partook of the large oyster stew that was prepared for this meeting.

L. F. VOLKHART, Secy.

PE

H. G. Leary and wife were appointed caretakers at the Pacific Electric Camp for the winter, account of Mr. Jack Val Rose taking an important position as cook in Los Angeles for the winter. Any employe desiring accommodations at the Pacific Electric Camp during the winter will be granted same for week-end trips upon written request to the manager.

There is a big campaign being promoted by the Club for new members in an effort to reach the 4000 mark by the first of the year. All those who have not taken out their membership in the Club should do so without delay.

There will be no dance at the Club Thursday evening, November 25th, on account of its being Thanksgiving Day, a holiday.

The Ladies' Room at the Club has been refurnished with new curtains, which make their quarters more attractive.

TWO PROMOTIONS THIS MONTH IN OUR BIG FAMILY



MR. C. THORBURN
Promoted Nov. 1st to General Purchasing Agent.

Effective November 1st, a change of the personnel of the General Purchasing Department occurred by the resignation of Mr. I. L. Ward, who goes to San Francisco as the General Manager of a large steel company, and who is succeeded to the office of General Purchasing Agent by Mr. C. Thorburn, who, for a number of years past, has occupied the position of General Storekeeper. His promotion to the office of General Purchasing Agent will be learned with much gratification by his many friends, both in and out of the company, the honor being well earned and merited.

Mr. Thorburn may well be termed a man from the ranks; who, by close assiduous application to duty has won his way to a commanding position.

He began work with railway organizations in the Southern Pacific shop at Ogden, Utah, in May, 1902, as a car cleaner, remaining with the Southern Pacific at Ogden in various positions, first in the Southern Pacific shops, then in the Engineering Department, then finally in the Store Department until August, 1905, at which time he was appointed Storekeeper of the Oregon Short Line at Sparks, Nevada, and at which point he remained until June, 1907, when he came to Los Angeles and became a member of the Store Department force of the Southern Pacific Shops, finally being promoted there to Store Accountant; coming to the Pacific Electric in May, 1909, as an Accountant in the Auditor's office.

In December, 1909, he was appointed General Storekeeper of the Pacific Electric Railway, which position he has since filled continuously, with

the exception of from August, 1918, to July, 1919, during which time he was in the service of our country in its war with Germany as a member of the Engineers' Corps Railway Operating Troops in France.

The best wishes of all employees are extended to Mr. Thorburn in his new position.

Succeeding Mr. Thorburn as General Storekeeper, as outlined above, has come the appointing of Mr. C. C. Fenimore, formerly Chief Clerk in the General Purchasing Department, to be General Storekeeper with headquarters at Torrance; and a review of Mr. Fenimore's activities shows that he began toward the bottom of the ladder in Railway service, coming up through the ranks solely because of his ability and application to duty.

Mr. Fenimore was born in Economy, Ind., May 4, 1884, graduated from the Economy High School in 1901.

He began railroad work in 1906 as a boilermaker's helper for the Southern Pacific Company at Sparks, Nevada, later taking up service with the Store Department at that point, becoming successively counter boy, shipping clerk, price clerk and chief clerk to Division Storekeeper. He came to Los Angeles in 1909, accepting a position with the Pacific Electric as price clerk in the General Storekeeper's office, and with the transfer of accounting of that department to the Auditor's office, he became an accountant in that division, where he successively held position of Chief Clerk in charge of Store and Mechanical accounts, and head clerk

of disbursement in charge of store, mechanical, roadway and disbursement accounts.

Mr. Fenimore was transferred to the Purchasing Department in December, 1917, as Chief Clerk to the General Purchasing Agent, and this position he has since held until the present time, with the exception of a period from September, 1918, to July, 1919, when during the absence of Mr. Thorburn he was acting General Storekeeper.

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MORE LOCOMOTIVES

Increase in freight handling has necessitated the purchase by the Pacific Electric of two more locomotives of the 1601 class, the arrival of which are expected sometime within the next month and making a total of 17 locomotives now operated by this company. The addition of these two motors will relieve matters very materially in the heavy work that has come to the railway.

PE

SPEED

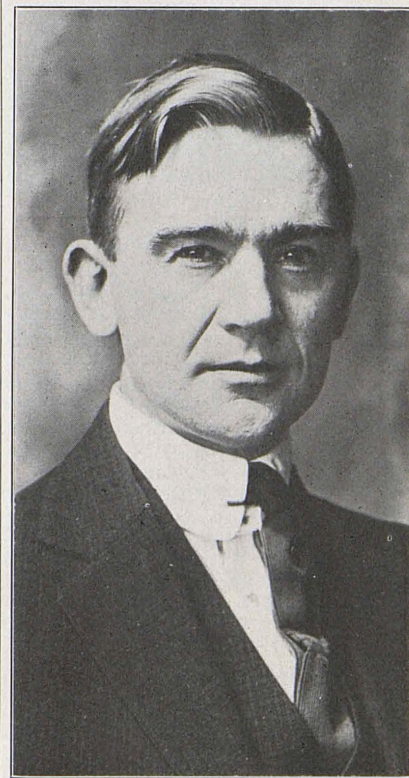
"That dame is fast."

"That so?"

"Yes, she made five laps in one evening."—Exchange.

DO FIGURES LIE?

"Divorce statistics," says the Globe, "show 156,176 men divorced in a year and 186,101 women." Maybe, but what were those 29,025 extra women separated from?—Boston Transcript.



MR. C. C. FENIMORE
The New General Storekeeper

TROLLEYGRAMS

F. J. ORIVA and A. FICKETT, So. Div.

P. J. RIORDAN, No. Div.

E. C. BROWN, West. Div.

SOUTHERN DIVISION

Trainmaster H. Packer had a 30-day leave of absence to visit relatives and friends in Montreal, Canada, and is delighted to be back in Los Angeles.

Conductor G. R. Goodrich and wife have recovered from injuries received in a car accident and were able to spend the vacation in San Francisco.

Assistant Trainmaster Cox will be Trainmaster for 30 days, after which time Mr. Ward will be back on the job.

Conductor F. F. Blakeley was granted 30 days' vacation to visit his mother and father, whom he had not seen for some time, and who resides in Arkansas.

Conductor H. J. Thompson and wife went to San Francisco and had a pleasant vacation visiting friends and sightseeing.

Motorman R. Melendez spent his vacation at Yucaipa hunting quail and rabbits, having motored in a six-cylinder Oakland without accident and found roads in good condition—the trip being 250 miles.

Conductor A. Hessemer is now working run No. 84, Long Beach.

Motorman R. M. Oliver made a lightning trip from Los Angeles to Omaha, Chicago, Buffalo, New York and return in about two weeks.

Depot Master C. E. Walley had 30 days' leave and spent most of the time hunting and fishing and says "he knows where all the fish are"; for further information ask him.

Motorman L. V. Preston spent his vacation in San Diego. We would like to know if he also went to Tia Juana.

Supervisor W. G. Wade went to St. Joseph, Missouri, and the boys miss him very much, as he is a great help instructing motormen on equipment, and they will be glad when he returns.

Motorman G. Price has taken Supervisor W. G. Wade's position until he returns.

Conductor W. H. Morgan spent two weeks in Imperial Valley getting thawed out. We hear that he has bought a home at Redondo Beach.

Conductor F. J. Oriva and wife spent their vacation at Avalon, Santa Catalina Island, and had a fine time fishing.

Roy Tauscher, the popular switchman at San Pedro, has returned from his 12-day vacation which he spent in the northern part of the State. Roy says that he enjoyed his trip immensely and had a good time in Frisco, but his next vacation will be spent in Southern California. Seems as though our little friend was overtaken by homesickness.

George Carter, the old veteran of the San Pedro-Gardena Line, is back on his run after a 24-day visit to San Francisco. George has many friends among the passengers on his line, which is evident from the fact that they miss him and ask about him when he is absent from his run. He is a good pattern for boys who are new in the game to choose as an ideal.

Trainmaster "Billy" Rich exhibited his genial personality to a marked degree in executing his duties as a member of the reception committee at San Pedro on Cabrillo Day. "Billy" has a smile that is worth a fortune, and every stranger who approached him for information was favored with a sample. He is certainly "It" when a reception committee is needed.

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NORTHERN DIVISION

Don't forget the monthly meetings of the Transportation Department. This is a chance to get together with the management and understand each other. The meeting is yours. If you have a suggestion to make come and make it, if not, come any way. After the meeting refreshments are served. The date of the Northern division meeting will be announced later.

Our sympathy is extended to Conductor Kilbourne, also to Motorman McKee. Conductor Kilbourne lost a son and Motorman McKee has just lost his wife.

Conductor "Deek" Fanning has forsaken Mt. Lowe for the Short Line. He is now working No. 2 Short Line, having bid it in on the last list of bids.

Motorman D. Lockhart has bumped L. P. Larson from Altadena Run No. 302. Davey did not like the one-man car on North Lake.

The P. E. staged an involuntary spectacular fire on Saturday, October 23rd, at Sierra Park. Oak Knoll Car 744 caught fire and burned to the trucks. Both sides of Huntington Drive were filled with spectators, who viewed the fire from there.

Wm. McPherson has bumped Motorman Shook from the 7:00 A. M.

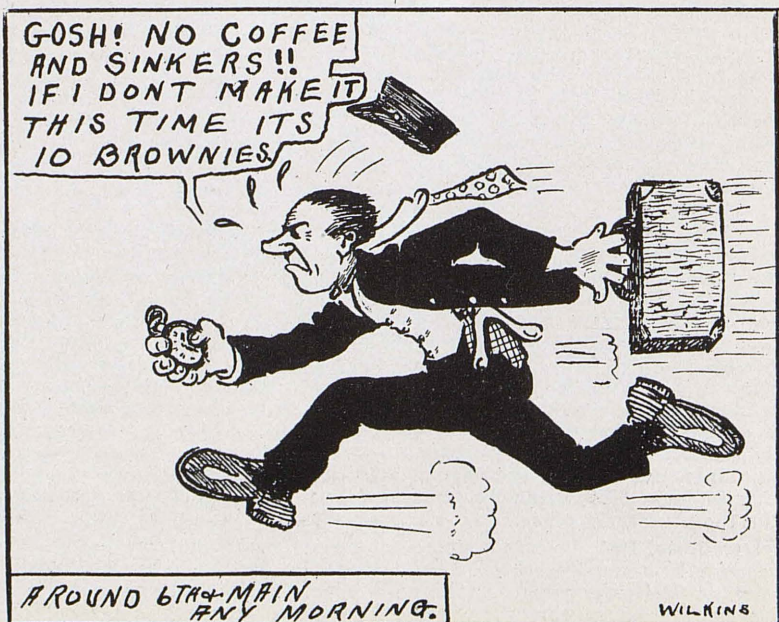
Motorman Shook in turn has bumped Nemanick from No. 98.

Motorman Nemanick has bumped Motorman Maginis from No. 100.

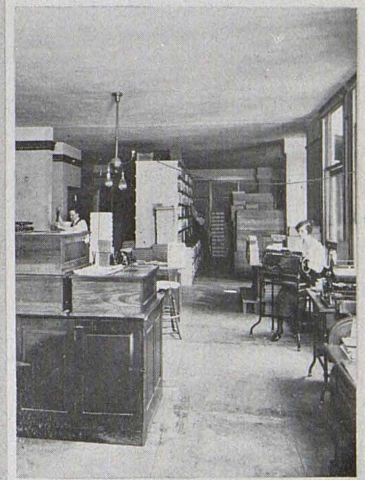
H. L. Young has returned from a vacation spent in the East.

The tourist season has commenced. There are and will be many strangers riding on trains. Try to be courteous and helpful. A courteous answer to their questions will always be remembered and besides being a boost for you, will be a good word for the Company.

A stock of changers has been put in the Uniform Department for the benefit of Pacific Electric Trainmen. The price for 4-barrel changer is \$2.25, for 5-barrel changer \$3.75, for separate barrel to be attached to your old changer \$1.50.



"See a pin, pick it up; all that day
you'll have good luck." Old Maxim.
It costs a "pretty penny" to keep the Pacific Electric supplied



An Advertisement
of a
"Department" Store
That
Does Not Want
Business
By Chas. Jessup



Where do all the pins go?
Of the millions of these little sharp-
ened pieces of wire put in use every
day, why is it they never come back
for re-use?

Last year we sent into the world
160,000 pins, and are still ordering
and sending out, with no returns.

How much thought is given by
any of us to the subject of such small
things in our daily life; to their use
and conservation; such as pins, paper
clips, rubber bands, envelopes, etc.,
that constitute the stock in trade of
the Stationery Department of this
Railway?

How little we think of the aggre-
gate money cost of these small things,
and how little we realize the large
quantities requisitioned for use in a
year's time by employes.

How many times, when we sharpen
a pencil, do we stop to think of the
waste in lead pencils during a year
caused by throwing away stubs?

How many of us, during a year's
time, in handling letters received
from other firms, (especially circu-
lars and matter of that character,

which ultimately reach the waste-bas-
ket) remove the pins and clips and
place them in our own clip and pin-
holders for re-use? Doubtless, many
of us do this to a greater or less ex-
tent, but could we not increase our
saving and decrease the cost of sup-
plies if we were more attentive to this
small detail.

Our Store Department is most pe-
culiar as an institution, in that it
thrives best in proportion to the less
business it does; and the manage-
ment would be indeed gratified if in
place of doing a business of approxi-
mately \$60,000.00 a year, which it does,
it did one-tenth that amount; and in
addition to the reduction of tied-up
capital there would come to the man-
agement the satisfaction of knowing
that all concerned were re-using and
saving pins, clips, rubber bands, etc.,
and in these times the pins picked up,
the clips salvaged, the rubber bands
re-used, the pens cleaned and contin-
ued in use, and the pencil stubs used
for another inch, means a saving to
our institution that would pay interest
on quite an amount of capital.

It is interesting to know that
among the little articles most used
by everyone connected with the com-
pany, we find that paper clips, for
a year, number 171,000, and if each
were placed end to end would mean
that we used two and two-thirds
miles of clips annually; and that the
composite pencil of the Pacific Elec-
tric would measure over two miles
long, the number used being 18,720.

In spite of the fact that over 90
per cent of the correspondence of the
Railway is done by typewriter, we
use over sixty gallons of ink annually
signing names and for the remaining
10 per cent of correspondence.

To sign our name with this ink, if
all the pens were added together, we
should have a pen point 3,680 feet
long and 527 feet wide, made up from
25,290 pen points.

We do not use as much paper
through the Store Department as
some other industries probably, and
in the amount we use is not included
that used for advertising purposes
such as flyers, folders and similar
things; but if the paper issued by the

Store Department annually were placed in one sheet, based on standard folio of 16 pounds weight, we would have a sheet of paper 19 miles wide by 24 miles long.

Among other little items of constant use we find that we annually use about 450 pounds of rubber bands; 500,000 Trainmen's Time Cards; and, if the Conductors' Trip Envelopes used annually were placed end to end they would reach a distance of 95 miles, or farther than from Venice to San Bernardino.

From the above we gather an idea of what small things in stationery stock run into and these are only a few of the many articles handled through the Stationery Store Department.

In the operation of this department, which is subsidiary to the General Purchasing Division, the attempt is made to stock as nearly as possible in yearly supplies, in order to avail ourselves of the best buying conditions, and that no delay may occur in filling orders.

All orders are received on special forms known as Requisition Form Nos. 2081 and 2081-B, request for supplies being made thereon by the various departments and after receiving approval of department heads are forwarded to the Stationery Department for filling. Each requisition is carefully checked, filled and as a rule sent to the party making request by American Railway Express. For some time about ten-day interval has been the rule, between the receipt of an order and its fulfillment; however, under the new method of distribution, just being started, this time interval will be reduced to approximately 5 to 7 days.

Sometime since, in order to further reduce the expense of supplies, a cutting machine was installed in the department for the purpose of reducing stock to sizes called for by requisitions and saving the cutting cost usually charged by paper dealers, and in connection with the supplying of printed forms a complete Multigraph and Mimeograph Bureau was established, and at present the machines contained therein (pictures of which are shown in this article) print from 15 to 20 per cent of the forms now used on the system, such as Mechanical Department Time Cards, Witness Cards, Conductors' Receipts, Clearance Cards, etc., as well as Reference Blanks, Addressed Envelopes, Letterheads and other small jobs as needed. The printers will not concede that the Multigraph is a competitor, yet its work does not suffer materially by the comparison. It has the advantage, by being constantly ready for use; it is fitted for the production of rush jobs; is capable of producing from two to six thousand copies per hour dependent upon the speed desired; and, as many as 40,000 copies of circulars have been printed in one day of eight hours.

An Automatic Typesetter enables the operator to set up a full page of type in approximately 1½ hours, and in addition to this typesetter there

are in stock 18 fonts of type for use in headings, display work and some of the better classes of printing. Electrotype plates have been made of many of the standard forms most used which does away with typesetting and gives a more finished appearance to the work, and from time to time these plates are put through the machines in order to keep the stock of any given form in the condition it should be.

The Mimeograph is a machine also used in this feature of the work; making stencil copies of such jobs as circulars, letters, notices to trainmen and agents, bulletins, etc., and through this medium there are monthly printed in excess of 200,000 copies of various documents.

Taken from every angle, these machines have been shown to save the company from ten to twenty per cent in its printing bills on work formerly placed, and to this must be added the item of convenience in rushing a job through and not having to leave the building in order to handle the order.

This Stationery Store Department is for the convenience and use of the company and is at the service of the departments constantly; is conceded by those who know, to be as complete and systematically arranged as that of any similar organization and as stated in the outset, its operatives will be more pleased with less business than with an increased demand; but will honor and endeavor to fill in the most satisfactory way, all requisitions properly authorized.

The department is in charge of Chas. Jessup, Stationery Storekeeper; who is assisted by Mrs. Myrtle Duke, Multigraph Operator; H. Cornell Richardson, Assistant Multigraph Operator; and Messrs. W. W. Daniel and Chas. P. Byers, Assistant Stationers.

PE

PASSING OF LONG WHARF

This month the word "finis" was written after the account of the old Long Wharf at Port Los Angeles (Santa Monica) which was one of the earliest, as well as one of the most pretentious piers ever built in this country, and which extended for over a mile seaward from the foot of the Palisades of Santa Monica.

The wreckers completed the dismantling of the famous old railroad pier; which has been dear to the hearts of many old fishermen for many years past, during the past week; and all that now remains is a few stumps of piling near the surf line.

This pier was built years ago by the Southern Pacific Company in anticipation of the establishment of the Port of Los Angeles at that point, but the trend of progress did not set in in that direction; San Pedro becoming the port of prominence, and old Long Wharf fell into disuse as time passed. The maintenance cost far exceeded the usefulness of the wharf and result is now as stated.

MALICIOUS VANDALISM

Campaign by Pacific Electric Railway Company to Discourage Damage to Its Waiting Stations by Act of Miscreants

From time to time the situation has become almost unbearable with respect to the extensive damage the Company has suffered from vandals defacing or mutilating the numerous passenger waiting shelters maintained by the Pacific Electric for the comfort of its patrons over the entire system.

These culprits deface the wooden structures by cutting away parts of the frame section, initialing the woodwork, breaking windows and electric lights, and unfortunately a great deal of defacing is done by prominent chalk writing on both the wooden and concrete type of waiting stations. Some of these rowdies resort to writing obscenely on the walls of the structures, and while the Company cannot police its System to eliminate these practices, yet it has an untiring interest to lessen these unlawful liberties taken by such persons.

It is against the law in California to deface a railway's property, and while sign boards have been placed in stations stating it to be an unlawful act, yet the Company has felt it of interest to the traveling public that a sign be posted appealing to the public to give all due respect to the waiting stations.

Approximately 150 waiting stations on the System have been posted on the inside with one of these signs. These signs are 1 foot wide by 2 feet long, being made of redwood lumber one inch in thickness. In the wooden type of waiting shelters they are posted in a conspicuous place, and as they are made in the Bridge and Building Department Shops by stencil, therefore, where convenient on the smooth walls of the concrete type of waiting shelters it is easily possible to stencil the wording of the sign thereon, thus economizing on the cost of this campaign to remove, if possible, an unnecessary evil.

CLIFFORD A. ELLIOTT.

PE

THE COMPLIMENT APPRECIATED

Through the kindness of Mr. A. D. Hoenshel of Orange, we are in receipt of an implied compliment from his son, who is now engaged in governmental work at Washington, D. C., to which he was recently assigned. In a letter received recently by Mr. Hoenshel from the son, is this paragraph:

"Yesterday afternoon we went up the Potomac about fifteen miles to Great Falls. The river is very pretty up there, especially in the autumn. But the car service is abominable. We were jammed in like sardines both ways, and it took an hour to make the trip each way. The more I see of other interurban systems the more I appreciate the Pacific Electric."

GENERAL PASSENGER AND FREIGHT DEPARTMENTS

G. H. BLYTHE
GEORGE F. SQUIRES, Associate Editors

TWO FAST TRAINS

Effective Monday, November 1st, new schedule on the San Bernardino line was placed in effect that gives a service of ten trains daily in each direction between Los Angeles, Riverside, San Bernardino and Redlands, with four through trains daily in each direction to Redlands, which is an innovation over previous schedules.

The principal feature of the new schedule is the placing in service of two new fast trains, each clipping the running time 15 minutes as heretofore maintained between Los Angeles and San Bernardino, making the trip in 1 hour and 45 minutes as against two hours previous time, with a service into Riverside of two hours, and into Redlands of two hours and 15 minutes.

We have classified these two new trains in regular steam line fashion, calling the morning inbound train from the eastern cities the "Angel City Flyer" and the outbound train from Los Angeles to the eastern cities in the afternoon as the "Citrus Belt Limited."

These new trains are being well received by our patrons of the eastern section and doubtless their patronage will grow materially and in a most satisfactory way to the company.

The new schedule issued also provides for a very fine service between Los Angeles and Pomona as well as schedules adapted to the needs of El Monte-Covina district residents.

PE

TWO NEW POSTERS

The Passenger Department has just issued a fine new 8-color card poster of Mt. Lowe, and there is at present in press a similar one of the Orange Empire Trolley Trip, both of which will soon be circulated through advantageous mediums, such as Information Bureaus, Hotel Lobbies, etc., for the purpose of advertising these two "Wonderland" trips maintained by our company. These posters are very attractive in their coloring and composition, and we trust will be the means of securing increased patronage for these two feature sight-seeing trips.

PE

C. F. Randolph, Refund Clerk in our Main Street Station ticket office, was absent from his desk a couple of weeks, spending his vacation sightseeing in San Francisco and inspecting his ranch near Los Angeles. Charles said he had a good time and as we know that he seldom misses anything, feel sure he is telling the truth. During his absence Mr. Ronald Greenwalt held down the refund desk in a very efficient manner.

TOO THRIFTY

We have all of us received numerous lectures and exhortations on thrift since 1914, but an example of saving came to the attention of both the Transportation and General Passenger Departments recently that broke the record:

A few days ago a lady boarded a Pasadena train in Pasadena and presented to the conductor for transportation a ticket, the limit of which expired August 4th, 1910.

It took the conductor quite a few minutes to get his breath, and after holding this ancient relic for a short time he soon began to realize that it was actual transportation for the Pacific Electric Railway, and it is too bad that, in view of the thrift of the dear lady who presented it, and who had kept it intact and in good shape for over ten years, he was compelled to decline to accept it for transportation and forced to collect fare. Undoubtedly she feels that thrift upon her part and painstaking saving of this old, old transportation token was poorly rewarded; but such is life.

PE

Our former genial General Agent, Mr. R. E. Kelly, favored us with a visit for a few days the latter part of the month, he being in this vicinity in connection with Southern Pacific business. Mr. Kelly is connected with the Executive Department of the Southern Pacific Company at San Francisco and business frequently draws him down to his old stamping ground, where his friends are always glad to see him.

Mr. Walter V. Mack has just been employed in the Passenger Department as Junior Clerk, filling the vacancy caused by the resignation of Mr. Frank (Babe) Spencer, who has accepted services with the Union Pacific Railroad in Los Angeles. We were sorry to have Frank leave us, but it is hard to keep a good man down and our best wishes go with him in his new field of endeavor.

A bunch of employes from the Main Street ticket office dropped in at one of the recent Thursday night club dances and report having had such an enjoyable time that they expect to make it a regular habit.

Miss Pearl Snyder is a new girl at our Main Street Station Information Bureau, having taken the place left vacant by the resignation of Miss Evelyn Clark. We are glad to welcome her in our family.

The Hill Street Station ticket force is collecting evidence against Mr. Porter K. Kirby for an event they expect him to pull off soon.

WHAT EVERY AGENT SHOULD KNOW ABOUT THE LOS ANGELES HARBOR

The City of Los Angeles has constructed a deep-water port—built to order—for handling commerce to and from foreign countries. It is now expending \$4,500,000 additional in further improvements and in equipment for the speedy and economical handling of cargoes.

The municipal wharves and warehouses of Los Angeles Harbor constitute some of the finest port facilities in America.

Los Angeles is so located that the markets of the world lie at its door. In the lands bordering on the Pacific live two-thirds of the world's entire population and much of this territory is more easily reached through Los Angeles Harbor than through any American port.

Conversely, the regions reached by the waters of the Pacific supply a great portion of the raw materials used in the world's manufacturing. Rubber, tin, wool, hides, spices, teas, silks, hemp, raw sugar, licorice root, hardwoods, vegetable oils, rice, minerals of many kinds, rattan, tapioca, coffee, copra, cocoa, crude drugs, camphor and other gums, soya beans, peanuts, jute, tagua nuts—these are a few of the raw materials which these countries supply in great quantity and which can be brought to Los Angeles Harbor at a very low cost, made into the finished product here, and exported abroad again or shipped to the consumer in America.

Los Angeles is the best port on the Pacific Coast for the developing of trade through the Canal between the Pacific Coast and Europe.

More than two-thirds of the United States is nearer by rail to Los Angeles than it is to its nearest competitor on the Pacific Coast, and direct rail routes reach all regions not reached by water. As a point of distribution for rail and water commerce combined, Los Angeles Harbor cannot be excelled.

Harbor rates and charges for the use of the municipal port facilities are the lowest of any port on the Pacific Coast.

A safe harbor for any size vessel, accessible in any weather.

No bar to cross! 48 feet depth at low tide at entrance to the harbor. Quiet anchorage within five minutes from the open sea. United States government has expended more than six million dollars on port improvements and is now expending more than one million dollars additional.

City of Los Angeles has expended \$5,500,000 for improvements and is now making further improvements with a new appropriation of \$4,500,000.

More than 2½ miles of municipal wharf frontage, including some of the finest port facilities in America. Also nearly five miles of privately owned wharves.

Five municipal transient sheds, with 9,750,000 cubic feet of storage space. A six-story concrete municipal

warehouse with a capacity for more than 80,000 tons of storage.

Municipal Terminal Railway connecting city wharves with trans-continental railroads operated by the Pacific Electric Railway.

Municipal high density cotton compress. Only one on the Pacific Coast.

We have just learned of a railroad man who started poor twenty years ago and has retired with a comfortable fortune of \$50,000. This was acquired through industry, economy, conscientious effort, indomitable perseverance and the death of an uncle who left him an estate valued at \$49,999.50.

The importance of agents and conductors exercising extreme care in the waybilling of shipments is exemplified in a recent case where an agent inadvertently waybilled a perishable shipment as being under "Standard Ventilation," whereas bill of lading instructions indicated "Standard Refrigeration." The loss in connection with this consignment will amount to approximately two thousand dollars, for which carrier at fault will be called upon to make good the loss negligence occasioned by the originating agent.

Mr. Station Agent: Do you feel that you have given the matter of Freight Claim Prevention the amount of consideration the subject warrants? Have you conscientiously applied every reasonable measure of prevention in the conduct of your station? True, it is an old subject, but nevertheless is one which should be pursued actively in our daily business affairs. Incidental to the subject of pilferage comes the suggestion that agents may co-operate in a practical way by the careful policing of deliveries of less than carload shipments through the warehouse. Do not allow your warehouseman to become lax in checking deliveries. Do not permit consignees helping themselves from warehouses or merchandise cars without representative on hand to verify out-turn check. In absence of warehouseman or other station employe in charge of warehouse, keep merchandise doors locked. Do not encourage unnecessary hazards for pilferage by leaving freight exposed by leaving warehouse doors open with no protection.

PE
AGENCY CHANGES

Effective October 26th, Mr. J. C. Winterberg was appointed agent at Fontana.

Effective October 26th, Mr. C. J. Hileman was appointed Agent at Alta Loma.

Mr. R. E. Murphy, at present Agent at Artesia, has been appointed Agent at Colton, to be transferred to that point just as soon as the station building is in readiness for occupancy.

DON'T MR. CONDUCTOR

Information for the Transportation Collectors of the Pacific Electric by Passenger Dept. Inspectors and Instructors.
Northern Division, J. A. Birmingham
Western Division, J. E. Glancy
Southern Division, F. C. Patton

Don't issue local transfers on any form of pass.

Don't register coupon passes or employes' emergency passes as "tickets collected." Passes of all description, whether lifted and cancelled or notation of number entered on trip sheet, should be registered as pass, in all cases.

Don't register "round trip sold" when fare for such round trip is paid with Cash Coupons, Form C.C. 3 or C.C. 4. Cash coupons of all descriptions should be registered as "ticket collected."

Don't fail to use triplex when issuing round trips in connection with Cash Coupons Form C.C. 3 and C.C. 4, punching in space provided thereon issued for "Cash Coupons." Amount of fare in this case not to be punched in triplex.

Don't forget that minimum detachment of Cash Coupons Form C.C. 1 and C.C. 2 (5c coupons) is 10c or two coupons, but minimum detachment of Cash Coupons Form C.C. 3 and C.C. 4 (one cent coupons) is 6c.

Don't collect war tax on Cash Coupon books. Agent selling these books collects war tax.

Don't fail to detach sufficient coupons covering fares now in effect when accepting Cash Coupon books sold prior to new increase in fares.

Don't sell through tickets to Los Angeles or South Pasadena points from Altadena Country Club, Country Club Park, University Park or Tierra Alta.

Don't use Pasadena local transfer, Form P.C. 2, when transferring to points south of Raymond or Lopez streets.

Don't refuse to issue or accept local transfer Form P.C. 2, punched to Altadena, Scripps, Mt. View Cemetery, Altadena Country Club or University Park, when used in connection with commutation tickets only, reading between Pasadena and above named points.

Don't fail to read carefully instructions contained on pages 3, 4, 5 and 6, Bulletin 440-D, which explains very clearly purposes for which all forms of transfers may be used, and be governed accordingly.

Don't refuse to sell through tickets between Los Angeles (Main Street Station) and Church of Angels or Anandale while operating on outbound Watts-South Pasadena line. Some conductors are collecting local fare to Avenue 64 only, telling passengers to pay additional fares on shuttle car. This is wrong as fares from Avenue 64 and Robles avenue to points on Anandale line are same as fares named from Los Angeles (Main Street Station).

Don't refuse to honor Form SDT. 5 Redondo-Gardena-San Pedro-Gardena line triplex from any of the South Coast beaches if punched from such points embraced in brackets, to Los Angeles. Such tickets are issued by San Pedro line conductors en route to San Pedro and should be honored from all South Coast beach points as provided on page 2, Local Passenger Tariff No. 802.

Don't honor trip passes reading to Long Beach to or from San Pedro or any other point except as specified on pass. Holder of pass must arrange with pass bureau to provide proper transportation.

Don't issue Form T.S. 1 exchange transfer in San Pedro on any ticket collected or fare collected from Los Angeles or Long Beach to San Pedro. Use local San Pedro-Wilmington transfer T.S. 2 in such cases. For Outer Harbor punch "To Outer Harbor car only for through tickets issued."

Don't fail to sell, upon request, single and round trip tickets to points beyond Sherman, when operating on Santa Monica boulevard line.

Don't fail to issue card receipt Form P. 34, to passenger when expired or mutilated transportation has been lifted, showing thereon number and kind of ticket or tickets lifted, referring passenger to General Passenger Agent, Room 624 P. E. Building, for adjustment.

Don't fail to turn in or mail to your superintendent soon as possible, tickets lifted in this manner, with miscellaneous report attached, and show thereon name and address of party presenting same for transportation.

Don't issue local transfers in Los Angeles on fares or tickets collected from any point outside defined 6c fare limits of Los Angeles as described on page 5, Local Passenger Tariff No. 802.

Don't refuse to rectify mistakes when fare has been collected through error or misunderstanding. **Example:** Passenger pays one way fare and instead desires to purchase round trip after same has been registered. Conductor should issue round trip ticket in this case, collecting from passenger difference between one way and round trip fare, take up P.C.R. receipt if same has been issued, attach to auditor's stub and mark cancelled, registering "round trip sold" and make notation on trip sheet "one way sold registered in error." This is also permissible where passenger has purchased round trip and discovers after ticket is issued and registered that he only wants one way ticket, notation to be made on trip sheet to cover.

Don't use Triplex Form N.D.T. 1, while operating on Pasadena local lines. Form N.D.T. 4 must be used. **Exception:** Conductors operating on Altadena line are obliged to issue exchange checks and sell tickets between Altadena, Scripps or Mt. View Cemetery and points intermediate on Mt. Lowe Line between above named points and Los Angeles. Triplex Form N.D.T. 1, will be used for this purpose.

Don't include war tax when com-

puting half fares for children. First find actual amount of full fare exclusive of war tax, and if half of this amount is 43 cents or more, assess war tax at 8 per cent accordingly, but when half of full fare is less than 43 cents war tax should not be assessed on such half fare.

Don't fail to make notation on trip sheet when war tax is assessed on fares paid in installments and amount of each separate installment is less than 43 cents. **Example:** Passenger pays 25c one way fare A to B and then pays 30 cents B to C, making continuous trip. In this case two separate registrations are made and P.C.R. receipts issued to cover each amount separately. Tax should be assessed on entire amount and notation made on trip sheet as follows: "Tax on 55 cents."

Don't punch triplex Forms N.D.T. 1 or N.D.T. 4, or duplex Form C.D. T. 2, where "Oneonta or La Senda" are embraced in bracket, when selling round trips between Los Angeles and either of these points, as different fares apply. Oneonta or La Senda are embraced in bracket on these forms for use in selling round trips between Pasadena and such points only, as fare is the same between Pasadena and both these points.

PE

GEE! BUT HE NEEDED A JOB

Employment Superintendent W. J. Scott undoubtedly has many peculiar incidents revolving around his place as the assignor of jobs on orders, but he had a hummer last week that beats anything we have heard of lately.

On October 11th a nice-looking young man called at his office, applied for a position, stating that he was a capable man and could fill most any clerical position, and needed a job quite badly. HE DIDN'T GET IT, for the reason that it developed that he has recently sold a 60,000-acre ranch which he possessed in Mexico at a good figure, was living in an apartment house in Los Angeles, where he paid a rental of \$175.00 per month, stated that his wife was a little delicate, and had to keep a maid to look after her at a cost of \$75.00 per month, and he also had a cook which cost him \$80.00 per month.

Looking at it "by and large," Mr. Scott decided that there was quite a lot of other people needing the job worse than the applicant. It is evident that the applicant was not a railroad man, because any railway man who became possessed of so much money at any time as was evidenced by the case of this individual, would break all traffic rules both rail and street, getting away from his job.

PE

Alfred: "That young bride worships her husband, doesn't she?"

Ethel: "Well, she places burnt offerings before him three times a day."

LAST CHANCE FOR THE "BIG "JAZZ" P. E. MINSTREL SHOW

Friday Evening, November 12
At the Club Auditorium

CAST

Mr. Johnson, Interlocutor.....	Mr. Chas. C. Worley
Snowball Cinder.....	Lee Arthur Myers
Deacon Moonshine.....	J. A. Myers
Whistlin' Rufus.....	Roy Davis
Ivory Dome.....	F. B. Howe
Whitey Crow.....	E. E. Kramp
Bill Ashes.....	A. R. Ireland
Chick N. Bones.....	C. P. Hill
Bonehead Boner.....	F. L. Ford
Jazzem Upp.....	Roy Volkhart
Seben Leben.....	L. M. Hail
Bumpus Hard.....	Charlie Jessup
Babe Roost.....	Frank Spencer
Kidsey Kidder.....	E. V. Brown
Chase Cootie.....	G. B. Worsham
Woozie Coal.....	Jack Birmingham
Blackie Mug.....	Arthur Hader
Mosey Blue.....	T. H. Sawyer
Friday Crewso.....	H. S. Robinson
Rastus Shine.....	Billie Arnold

TAMBOS

Hader
J. Myers
L. Myers
Hail
Hill
Kramp
Birmingham
Brown
Davis

STAGE POSITIONS

INTERLOCUTOR
Worley

BONES

Howe
Worsham
Arnold
Ireland
Ford
Volkhart
Sawyer
Jessup
Spencer

OLEO

Myer Brothers
(James A. and Lee Arthur)
Deacon Jones Snowball Cinder
In their Original Musical Skit, "Well—of All Things!"
H. E. Miller, "Burleigh Coon," "The Destroyer of Sorrow"
Roy Davis, "The Original Whistlin' Rufus"
H. S. Robinson, the South's Most Famous Friday Crewso, Tenor
Billie Arnold
Giving an Imitation of the World's Greatest Dancer, Rastus Shine

MUSICAL PROGRAM

Mort Stuart, Director

- Opening Choruses:
"Who Discovered Dixie," "Have a Smile".....Entire Company
- "Oh! By Jingo".....Seben Leben
- "When My Honey Sings an Old Time Song".....Kidsey Kidder
- "In Room 202".....Deacon Moonshine
- "Old Fashioned Garden".....Chick N. Bones
- "It Takes a Long, Tall, Brown Skin Gal".....Ivory Dome
- "Down the Trail to Home Sweet Home".....Snowball Cinder
- "Dark-town Dancin' School".....Mosey Blue
- "On Miami Shores".....Woozie Coal
- "It's Nobody's Business But My Own".....Chase Cootie
- "I'd Love to Fall Asleep and Wake Up in My Mammy's Arms".....Whitey Crow
- "I Wonder Who's Kissing Her Now" (Parody and dance).....Rastus Shine
- "Pray for the Lights to Go Out".....Blackey Mug
- Finale: "When It's Moonlight on the Swanee Shore".....Entire Company

SECOND PART

"Playlet"

"Down on the Old Plantation"

CAST

Mammy Jinny.....	James A. Myers
Uncle Joe.....	Arthur Hader
Crap Shooters.....	A. R. Ireland, E. E. Kramp
Pickaninnies.....	Lee Arthur Myers, Jack Birmingham
Deacon Jones.....	L. M. Hail, Frank Spencer, T. H. Sawyer
Dr. Killen.....	F. B. Howe
B. Patient.....	Lee Arthur Myers
"Over the River Charlie".....	G. B. Warsham
Whitey Ghost.....	Charlie Hill
Workers in the Cotton Fields.....	Roy Davis, Roy Volkhart, Charlie Jessup, E. V. Brown

It's a Scream!

Don't Miss It!

REDONDO BEACH
MT. LOWE
URBITA SPRINGS

RESORT GLEANINGS

W. A. McCAMMOND, ASSOCIATE EDITOR

ALPINE NOTES

Work on five new housekeeping cottages is being rushed by George Breninger, with six able assistants, and he hopes to have them ready for occupancy very soon. The cottages are being constructed of fire-proof beaver board and will be bright, roomy and warm. They are to be furnished with the latest and most comfortable furniture, so that when completed there will be nothing that can compare with them in a mountain resort.

It snowed; the first of the season; on October 9th. For nearly two hours it came down, and the thermometer stood at 30. The snow-covered trees presented a most wonderful picture, but "the beautiful" remained with us only a short time.

The guests at the Tavern are finding a great amount of pleasure these days in feeding the birds and squirrels from their hands. It is quite a novelty to them, and the squirrels are rapidly increasing in number around the resort.

Let's go! Where? Out to "Morning Glory Point" and have a party at Tobin's.

If any of the fellows that went deer hunting this fall want to see what a deer looks like, so they will know one next season, just wend your way to Alpine, where from five to fifteen may be seen every day in the canyon back of the Tavern. A magnificent buck will be seen in charge of the herd, and he demonstrated his prowess on Saturday night, October 23rd, when his rights were challenged by a strange buck. A battle royal ensued and the invader was driven from the field. The following day found the master contentedly feeding with his herd. Those who had their appetites whetted for venison were disappointed that there were no casualties.

Mr. Vickrey has been very considerate in setting aside the dance hall for the use of the employees on Monday evening of each week, and they celebrated Hallowe'en on the first Monday in the month with a masque party. Two very charming young ladies put in their appearance and after unmasking proved to be Assistant Manager Allen and Head Clerk Weir. Among the boys you could pick anything from the western tough to the Broadway dudes, and the yama yama men were much in evidence. Mammy Eliza and Uncle Remus, the colored comedians lately arrived from that famous old State, Kentucky, furnished a lot of laughter. The hit of the evening, however, was Danny, made up as the Duke de Sugar-Sack, who kept the crowd in convulsions.

The office force has been augmented by David Weir, to fill the vacancy made by the resignation of Richard Hargraves. Dave is a little Scotchman, of pleasing personality, and very competent in his work.

PE

REDONDO BEACH NEWS

E. E. Miller's Jazz Orchestra is pleasing the usual large crowds at the dance pavilion every Tuesday, Thursday, Saturday and Sunday evening and Sunday afternoon.

Improvements on the Municipal Pier are progressing rapidly. The pier will not extend out quite as far as it did formerly. The fishermen's platform will be installed the same as on the old pier and anglers will soon have the opportunity to be back on the old fishing grounds.

Lou Somers, superintendent of Redondo Beach Resort, has just returned from his vacation, taking a trip across the Canadian Rockies, coming down through Michigan, returning home by way of New Orleans.

Frederick Midgley, Engineer Redondo Beach Bath House, has just returned from a trip to New York, Washington and Baltimore. Fred says the more he travels the better he likes California.

The new Capitol Theater, formerly the old Casino restaurant, is said to be one of the best equipped and up-to-date theaters in this territory.

PE

URBITA SPRINGS PARK

Urbita Springs Winter Schedule

Bath House Hours—9 a. m. to 6 p. m (except Saturdays and Sundays). Saturdays and Sundays, 9 a. m. to 9 p. m.

Dance Hall—Sunday afternoon, 3 p. m. to 6 p. m. Sunday evening, 7:30 to 12.

Urbita Springs Park will be the Home of the 11th National Orange Show to be held during the month of February, 1921.

The park has just closed its 1920 Summer season, during which time we have entertained some 75,000 men, women and children. Of these seventy-five thousand people, as nearly as can be estimated 38,000 came by jitneys, personally owned autos, bicycles, etc., and 37,000 by P. E. Red Wagons, showing that our transportation competition is a very vital consideration if our parks and amusement places are to maintain their high standard of vaudeville, shows, concerts, etc., in the future.

RETURNS FROM HEARING

Chief Counsel Karr Returns From Session of United States Railroad Labor Board in Chicago

Chief Counsel Frank Karr of the Pacific Electric, who has been in Chicago for some time past, attending the meeting of the United States Railroad Labor Board in the matter of the jurisdiction of that Board over street, interurban and suburban electric railways not operating as part of a general steam railroad system of transportation, returned last week.

During the session of this body Mr. Karr represented the Pacific Electric Railway, showing that it was not a part of a general steam railroad system; denying the jurisdiction of the Board; presenting evidence in support thereof, and has filed brief in case asking dismissal so far as this company is concerned on the grounds that the Pacific Electric Railway Company is a street, suburban and interurban electric railway not operating as a part of a general steam railroad system of transportation, and therefore is not within the jurisdiction conferred upon the Railroad Labor Board by Title 3 of the Transportation Act.

Undoubtedly the United States Railroad Labor Board will promptly decide that Pacific Electric Railway Company is not included within its jurisdiction.

PE

IN TERMS OF ART

At a dinner in New York James Montgomery Flagg, the clever artist, told this story to illustrate the influence of the artistic atmosphere:

"You can't escape the artistic atmosphere. Even my cook cannot escape it. She came into the studio today and said: 'About the potatoes for lunch, sir—will you have them in their jackets or in the nood?'"—Truth Seeker.

PE

DID Y' CUT 'IM DOWN?

Pat Hogan that used t'drive a team for me come running out of th' barn one mornin' yellin' like an Indian.

"Whaddy' think!" he howls, "McCarty's hung his self t'a harness hood!"

"Shut up!" se I, "did y'cut 'im down?"

"Oi did not," sez he, "ain't dead yit!"—The Grid.

"It was evening, and several callers were chatting in the parlor, when a patter of little feet was heard at the head of the stairs. Mrs. K. raised her hand for silence. 'Hush, the children are going to deliver their good-night message,' she said softly. 'It always gives me a felling of reverence to hear them. They are so much nearer the Creator than we are, and they speak the love that is in their little hearts never so fully as when the dark has come. Listen!' There was a moment of tense silence. Then—'Mama,' came the message in a shrill whisper, 'Willie found a bed-bug.'"

MECHANICAL DEPARTMENT NOTES

Mr. A. J. Goulding, Mechanical Chief Clerk, is enjoying his vacation at the present time. Just where he is going, or what he intends doing, is not known, but we have a hunch he will let each day be complete in itself, thus having several vacations in one, and also having the added joy of doing what he wants to do, when he wants to do it, and how he wants to do it.

Mr. Oscar Piemme has lately become a member of the P. E. Family and has purchased a home in Torrance. Piemme has not much to say, but he seems to do lots of thinking.

Leap year has but two months to run and those wishing trip passes to Santa Ana should get their applications in early. You know who I mean.

Recently heard from a lady from Pittsburgh, Penn.: "I have never seen on any street railway, as courteous and fine appearing men as you have on your RED CARS."

We do not know his name, but No. 2062, Western Division, out of Hill Street Station, 1:58 p. m., October 28, should have honorable mention for his unflinching courteous manner and gentleness toward a very elderly nervous lady passenger on his car. The entire car appreciated his conduct very much. This from our better-half.

Robert Parke, one of our Old Timers, is SAFELY home after a somewhat lengthy trip to Ireland, bringing with him his son Billy. Peggy, his big sister, in the Mechanical Office, is very much taken with Billy, we all are for that matter. Billy has that world-famous celtic air about him which is very fetching.

Mr. W. H. Gilbert, Clerk to our Shop Superintendent, has about completed his home in Torrance. As a home builder, Mr. Gilbert stands pre-eminent. He built the house himself, with but little assistance, and it is a well-built house, consisting of nine large rooms and garage. The garage will not stand empty, as Gilbert has lately annexed a fine Studebaker six and now boosts for good roads.

W. M. Brooks and L. A. Woods have lately purchased lots in Torrance and will built on the Pacific Electric Plan. Many others are looking toward Torrance with the same idea in view.

G. W. Wheaton, Foreman of the Plating Department, has purchased a home in Torrance under the Pacific Electric Plan.

Geo. Gilks, Foreman of the Winding Room, spent his vacation at Laguna Beach. This place he declares ideal for those wishing a real rest.

ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

J. E. Flathers is receiving the congratulations of his friends because of the arrival of a brother to J. E. Jr. This is the third announcement made in the approved manner by the proud father, as J. E. F. Jr. already had a sister.

During the vacation of H. G. McDonald, J. P. Gould is acting as Chief Clerk to the Vice President.

To get the cars of rock and then keep them moving has been quite a task in the past, and the extensive reconstruction work being done by the Engineering Department at the present time has added more disappointments. J. R. Metz, formerly Bonding Inspector, has been selected to handle the situation and is producing very good results.

I. A. Hobon, Chief Draftsman, spent a portion of his vacation at Warner Hot Springs, and from that point went out to open up the duck season. He was successful in that he arrived in time to help open the season.

L. J. Smith, Assistant Engineer in charge of Bonding, spent some time opening the quail season. He was rewarded with a couple of rabbits.

That B. F. Manley is correct when he states "There are birds there" should never be doubted; also, he gets them. The limit of quail at the opening of the season and after that, the same number of rabbits satisfies him. But he earns them. Take my word for it and don't try to go out and out-walk him.

A HUNDRED YEARS OF JOINT APPLICATION OF ELECTRICITY AND MAGNETISM

The electric railway industry owes its existence to a series of scientific discoveries made early in the nineteenth century, several of the most important of these having occurred just one hundred years ago. A century ago, i. e., on Sept. 25, 1820, a French scientist-teacher announced the discovery of the laws governing the mechanical reaction of one wire carrying a current upon another. This was André Marie Ampère, whose name has been popularized by association with the practical unit of electric current. A week earlier he had called attention to the laws of mechanical reaction between a wire carrying current and a magnetic field.

Ampère was the skilled analyst who studied and extended the discoveries of another teacher-scientist, Hans Christian Oersted of Copenhagen, Denmark, who published results of his research in this field earlier in 1820. Oersted deserves and receives the credit for making the astounding discovery that electricity and magnetism have something to do with each other. Knowledge of this fact is now so commonplace that it is difficult to comprehend a period in which these two physical entities were supposed to be unrelated. From the ages of antiquity up to the years just preceding 1820 the curious effects of lodestone upon pieces of iron, and certain "galvanic" and static effects of electricity were known and utilized, partly for practical, but more largely for entertainment and scientific purposes. The mariner's compass was the principal useful application of the knowledge of magnetism, the lightning rod that of static electricity and the electric primary battery that of current electricity.

The work of Oersted, Ampere and their contemporaries promptly bore fruit in practical invention in several fields. It was but a few years until the electric motor was invented and applied to the stationary and railway power fields. But invention along power-producing lines lagged behind utilization, or the electric railway would have been made commercially successful much earlier than it was.

Historical detail is of interest only to the specialist, but every man whose bread and butter (not to mention cake) are derived from the electric railway business owes at least a grateful thought, this centenary year, to the pioneers who laid the foundation for his success.—Extracted from Electric Ry. Journal.

AND SHE DIDN'T KNOW

Little Girl (looking over newspaper advertisement)—"Mamma, why do all these boarding houses object to children?"

Fond Mother—"I'm sure I don't know. Go and see what the baby is howling about and tell Johnny to stop throwing things at people in the street, and make George and Kate stop fighting and tell Dick if he doesn't stop banging that drum so hard I'll take it away from him."

ELECTRICAL DEPARTMENT NOTES

L.H. APPEL, ASSOCIATE EDITOR

ELECTRICAL DEPARTMENT MEETING

A general "get-together" for all of the employes of the Electrical Department was held Wednesday evening, October 27, at the Pacific Electric Club. About sixty-five members, representing all branches of the department, were present when the meeting was called to order by Mr. Anderson.

Mr. Titcomb visited the meeting, took part in the discussions that followed, and later gave a talk on conditions pertinent to both the men and the Company.

After calling the meeting to order, Mr. Anderson explained the purpose of the meeting and called for discussions in order to determine the attitude of the employes present in regard to holding future meetings. After general discussion, it was unanimously decided to hold the meetings regularly every month.

On motion of Mr. May, a temporary organization, consisting of a chairman and a secretary, was formed and five representatives from the several branches of the department selected by the chairman for the purpose of arranging a permanent organization to conduct subsequent meetings.

Mr. E. S. Mills was elected temporary chairman and Mr. E. W. Cook, temporary secretary. Mr. Mills appointed the following persons to serve on the temporary committee:

J. W. May, representing the Substation operators.

H. B. Ravey, representing the Linemen.

K. A. Greenwald, representing Substation construction and maintenance.

W. L. Hume, representing Telephones.

E. J. A. Hasenyager, representative at large.

The committee met Monday evening, November 1, and set the next meeting date for Monday evening, November 15. At this meeting the permanent chairman and secretary will be elected and five representatives from the various branches of the department to conduct the future meetings.

The program for the evening will include discussions of questions of interest to the department and a talk by Mr. Adams.

Following the meeting "EATS" will be served, through the courtesy of the Pacific Electric Club. Mr. Stuart, Manager, has promised "something good."

All employes of the Electrical Department are urged to attend this meeting.

PE

According to the Electric Railway Journal, persons carrying bundles are not permitted to ride in the automobile omnibuses in use on the chief thoroughfare of Rio de Janeiro, and it is not permitted that any person

ride in a first-class omnibus or "bondes" as the cars are called, in Rio de Janeiro unless he is properly clad, with a collar, necktie, shoes and other habiliments generally worn by self-respecting people.

PE

We have just received new application for position as Substation Operator in the Electrical Department; W. D. Smith reports the applicant, a husky individual, born October 9, at 7:30 p. m., weight 8¾ pounds, named Joyce Melvin. Congratulations of the Electrical Department to Mr. and Mrs. Smith.

PE

ONE FOR JANE

Two young women entered a car and found only standing room. One of them whispered to her companion, "I'm going to get a seat from one of these men." She looked down the row of passengers and selected a very sedate man, who bore the general settled appearance of a married man. She sailed up to him and boldly opened fire: "My Dear Mr. Green, how delighted I am to meet you! You are almost a stranger! Will I accept your seat? Well, I do feel tired, I heartily admit. Thank you so much." The sedate gentleman, a total stranger, of course, looked, listened, then quietly arose and gave her his seat, saying: "Sit down, Jane, my girl. Don't often see you out on a washing day. You must feel tired, I am sure. How's your mistress? The young woman got her seat, but lost her vivacity.—Japan Advertiser.

At a recent meeting of the American Welding Society a proposal is said to have been seriously made to subject the famous Liberty Bell in Independence Hall, Philadelphia, to electrical treatment to obliterate the crack and restore its original tone. The welder would work with a needle made of metal of the identical consistency of that of which the bell is composed, and particle by particle the fissure would be filled up. It has also been contended that by heating the bell electrically and then allowing it to cool slowly the metal "fatigue" which is said to threaten the preservation of the relic can be eliminated, so that the bell should ring out as clearly as in 1776.—Electrical World.

The Swedish State Railways have electrified a line in Lapland which operates at 15 cycles, single phase, with 15,000 volts on the contact line. This is probably the highest operating voltage of any line in the world. The New York, New Haven and Hartford Railroad formerly held this distinction, operating single phase at 11,000 volts, 25 cycles.

London, probably the only city in the world without electric cars, is to have a complete electric tramway system installed.



PACIFIC ELECT

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

A lady got on an Oak Knoll car and presented a ticket with destination Mission and Fair Oaks. The conductor was courteous and obliging above the average in explaining to the lady that she was on the wrong car. He gave her a transfer and told her where to transfer, and why, and, because she was obviously a stranger, he told her he would let her know where to get off. We think the conductor was so gentlemanly about it that we would like to mention his badge number and name, but unfortunately he forgot about the lady and did not tell her where to get off, and she would have been carried by had not a passenger who had overheard the matter told her where to transfer. But at any rate, this conductor's intentions were good, and they were made note of.

There are a good many people in this world who are tickled to death if they can "put something over" on somebody. Did it ever occur to you, Mr. Trainman, or Mr. Gateman, that after they had done so (if they succeeded) they laughed at you and despised you, for an easy-mark? They do. If there is a sign over your head that says "pay here," or "show your ticket," and you are placed there to attend to the matter, everybody knows what you are supposed to do. If you don't do it, it is a reflection on your capability. Gentlemen, don't let them make a monkey of you; remember that you are a gentleman, and be sure to be civil and courteous—but, be alert and attentive to your plain duty.

I checked a suit case at the parcel room in the Main Street Station, and it had an overcoat strapped to it. I saved ten cents, and the clerk knew it should not have been done; but I got by all right. Poor business, boys.

We were at the Riverside Fair and we think the boys over there are entitled to a good deal of credit for the able way in which they handled the people who rode on our cars. It was a pleasure to see them alive and on the job and trying to make it easy for the folks to get on the cars and for all to get seats. Nobody seemed to have a grouch.

One of the hard things that a conductor has to contend with is Young

America. There are a lot of children who ride to school on our cars, and they are certainly "full of pep," to put it mildly, a great deal of the time. Don't let it sour you, though, and when you are handling the boys and girls, just try to bear in mind your own little kiddies, and don't be cross with them, or careless of their safety or health. Don't let them get off a moving car, and don't carry them by their corner when it is raining, and if you can avoid it, don't let them get off in a stream of gutter water when moving the car a few feet will let them off reasonably dry-shod.

There is a conductor on the Edendale Line who is quite a hand to find seats for ladies, especially elderly ladies. You know there are two varieties of street-car hogs, the deliberate kind and the thoughtless kind. Many times, if one of these species was asked to sit around straight in their seat and not occupy room for two, some grey-haired old mother might sit instead of stand. It's a good idea, boys, to cast an "obscure" eye about the car once in a while and see if everybody is comfortable. Badge 3176 gets away with it in fine shape and has a lot of friends just because he has the same kind of a heart for other ladies that he has for his own mother, or wife, or sister.

There are some things that we all of us have to do; we do not always like to do it, but it is polite, and policy, and good business and for the public good to do it. Perhaps, if we made the rule, we would make it differently. However, since it is the thing to do, let us do it cheerfully and gracefully, and with the spirit that will make it work out successfully.

— PE —

A PRIVILEGE

"Colonel, I heah, sah, yeh have laid in a new supply of liquor, an' I understand it is right high in price nowadays." "My deah Majuh, I—ah—paid jes' \$9 a quawt foh it, sah." "Ain't that a trifle expensive, Colonel?" "Not in my estimation, sah. It is th' fust time L have evah had th' privilege of payin' somewher neah th' figure I have always considered it wuth."

The fussy stationmaster found a fellow villager standing with his feet on the edge of the platform, nonchalantly smoking.

"Don't you know," said the ticket master, "that the Chicago express will go by there in a minute at the rate of sixty miles an hour?"

The other slowly turned his head and, taking the pipe out of his mouth, replied: "You're darned feered fur yer train."

BEHIND ALL AROUND

Exasperated Passenger (after long delay at wayside station):

"Why don't you keep better time on this wretched line?"

Irish Guard (confidentially): "Well new, then, ma'am, I'll explain it all to ye. The train before is behind, and this train was behind before besides."—Punch.

THE ART OF BEING COURTEOUS

By J. A. Birmingham

"It is easy enough to be pleasant
When life goes by like a song,
But the man worth while is the
man who can smile
When everything goes dead
wrong."

There is nothing that brings more discredit, more complaints or causes more general dissatisfaction to a corporation, or in fact to any employer, whose employes have to deal with the general public, than discourtesy, and there is perhaps, no other line of business that is subject to more criticism along these lines than the business in which we are engaged, viz: "Selling and furnishing transportation."

Trainmen, particularly conductors, are the traveling salesmen of a great institution whose business it is to supply the traveling public with something that is absolutely necessary, and while there is no other class who are more exacting than the patrons of a railroad, whether electric or steam, it is a duty to see that their wants are fulfilled in a manner that is not only satisfactory to them, but the employe will also find it is to his personal advantage to treat customers in such a manner that will make them desirous of telling their friends of the splendid service rendered by our company, and as is frequently the case, the individual conductor is also commended for his courtesy and attention to duty.

It is true, no doubt, that provocations arise at times, that try your patience, and it is equally true that the patience of the traveling public is very frequently subject to the same degree of provocation, but when such is the case, just ask yourself this question, "Does it get me anywhere to be impolite or discourteous?" and your own conscience will answer you, "Absolutely NO."

You are the first and perhaps the last to come in contact with the patrons of this Company, and it is the impression which you make upon them that either reflects credit or discredit not only upon yourself, but upon the entire Pacific Electric family, and it is only natural to presume that you desire the former, therefore, it behooves all of us to endeavor at all times, and under the most trying conditions, to be on our guard and avoid doing or saying anything that might be construed as discourtesy.

A sharp answer, an unkind word or an uncalled for retort may sometimes be uttered on the spur of the moment and can never be forgotten by the one to whom addressed, and yet a little diploma y or after consideration and prompt apology on the part of the conductor, has been known to bring about a lasting and sincere friendship between the passenger and the conductor, and it is the principal intention of this article to instill into the hearts of those who may read it, the necessity and advantages gained by being courteous, but should you forget yourself and lose your temper or become impatient, temporarily, it is not too late even then to make

amends for what you have hastily said or done, providing such apology is made voluntarily and not by request.

Cultivate this art of being courteous, practice it not only while on duty, but at all times, and you will find that you are better satisfied with yourself, your work and with life in general, and your employer will look upon you as a valuable asset to his business, "For the man worth while is the man who can smile when everything goes dead wrong."

— PE —

NO CHANCE FOR HIM

The freshman sat upon the library steps. He was engaged in dismal reminiscence. A stranger, struck by this forlorn spectacle, approached and touched the youth upon the shoulder. "My boy, why are you in such a sorry mood?"

The lad propped up his head upon his hands. "I've just read the 'Book of Fame,'" he exclaimed, with an expressionless voice. "I've read about Carnegie, Wright, Edison, Lincoln—I've read about all those self-made men. I had hoped that some day my name would be written in that book."

"My boy," quoth the stranger in a consoling tone, "and somewhere in that book didn't it mention a college man?"

"It did. That is just the trouble. In the 'Rise of Tom Stowe, the Street-Car King,' it mentioned four football captains who are motormen on his cars."

"So? And you are discouraged?"

"I assuredly am," sobbed the lad. "I can't play football and I don't know how to drive a street car."—California Pelican.

— PE —

FIFTY-FIFTY

In the sweet silence of the twilight they honeyspooned upon the beach.

"Dearest," she murmured, tremblingly, "now that we are married I—I have a secret to tell you!"

"What is it, sweetheart," he asked softly.

"Can you ever forgive me for deceiving you?" she sobbed. "My—my left eye is made of glass!"

"Never mind, lovebird," he whispered, gently; "so are the diamonds in your engagement ring."—Tit-Bits.

The Superintendent of Urbita Springs Park wishes to take this opportunity to express his thanks to the trainmen and agents of Eastern lines of the Northern Division for their hearty co-operation and help during the summer in popularizing the Park with the public.

HIS REPUTATION

At one of the Western camps a rookie had been made the victim of so much guying that he had long since given up the idea of taking any statement seriously. One night while on guard a tall figure loomed out of the darkness.

"Who's there?" challenged the recruit.

"Maj. Moses," replied the figure.

"Glad to meet you, Mose. Advance and give the Ten Commandments."—

PIFFLE FROM THE PENCIL PUSHERS

A PACK OF GRINS AND GROANS CULLED HAPHAZZARDLY

People who miss the train usually do so because the train was on time.

Poverty is no disgrace, but that's about all that can be said in its favor.

The real optimist is the fellow who owes a lot of bills and is thankful he is not one of his own creditors.

"Say, you! What are you hanging around the power house for?"

"I've heard of people getting drunk with power."

Voice from bathroom—"Say, John, got any Ivory soap?"

Voice from the dead—"What for? Going to wash your head?"

Wife—"Didn't I hear the clock strike two as you came in last night?"

Other Half—"You did. It started to strike eleven an' I stopped it so's not to awaken you."

The Proud Mother—"Can't you see the resemblance between baby and his father?"

Old Bachelor—"Well, they're both bald-headed."

Heard a fat fellow ask in a restaurant the other day: "Do you feed people here?"

"Yes," replied the waiter, "But we don't fill silos!"

Newitt—"Yes, old Goodman's three boys are a bad lot. Two of them at least ought to be sent to jail."

Brown—"Some redeeming quality about the third one, eh?"

Employer—"Have you drunk anything since the first of July?"

Applicant—"No sir, not a drop."

Employer—"Then you won't do. I want a man who can surmount obstacles."

"Marriage may be likened to a street car," said a confirmed bachelor.

"Why," asked a fair partner.

"Because some people are just as anxious to get out of it as others are to enter."

Clerk—"Now see here, little boy. I can't spend the whole day showing you penny toys. Do you want the world with a fence around it for one cent?"

Little Boy—"Let me see it."

Hub—"It seems to me that you come to the office a good deal more than there is any occasion for."

Wife—"I cannot help it, dear. Your manners in the office are so much nicer than they are at home that I really enjoy the contrast."

HE WAS A RECORD BREAKER

An earnest clergyman one Sunday morning was exhorting those who had anxious and troubled consciences to be sure and call on their pastor for guidance and prayer.

"To show you, my brethren, the blessed results of these visits to your pastor," said he, "I will state to you that only yesterday a gentleman of wealth called upon me for counsel and instruction; and now today, my friends—he sits among us, not only a Christian, but a happy husband and father."

A young lady in the audience whispered to a matron: "Wasn't that pretty quick work?"

PE

TRY, TRY AGAIN!

The man and the girl were discussing kissing, he declared that a man could kiss a girl whether she willed it or not and she maintained that it couldn't be done.

Finally they decided that the only way to prove their contention was to try it. They did. The man won after a brief struggle and kissed the girl ardently for several minutes. Then he released her.

"Oh, well," said the girl, "you really don't win fair. My foot slipped. Let's try it again."—North China Standard.

PE

ONLY POSSIBLE ANSWER

An amorous young man met a mathematical maid. He was as keen on flirtations as she was on problems, and he asked her, in the conservatory, to tell him her age.

"How old am I?" replied the girl. "Well, when I am as old as my sister was when she was as old as I will be when she is twice as old as I now am."

The young man, eager to please, looked at her in polite astonishment and exclaimed:

"Never!"

PE

WHAT HE WAS IN FOR

Tired Tim sat in his cell, listless and despondent.

"I tell you I ain't done nuffing, guv'nor," he declared to the prison chaplain. "I ain't hurt a fly!"

"Come, come!" remonstrated the chaplain. "People don't get imprisoned for nothing, you know. What was the charge against you?"

"I couldn't make out, guv'nor—bless my buttons if I could!" responded Tired Tim. "S'far as I could learn, they put me in here for fragranc'y!"

PE

One of our stenogs blew in this morning, stamping her feet and declaring them almost frozen.

"Well," we suggested, "if you insist on wearing thin kid—"

Raising her skirt, she thrust her foot, and answered:

"Thin kid, nothing! Look at that heavy calf."

And, do you know, old fellow, it was!

HOW TO FIGURE YOUR OWN INCOME TAX

First take your home number,
Add wife's income,
Divide by your eldest son's age,
Add your telephone number,
Subtract auto license number,
Add electric light bill,
Divide by number of kilowatts,
Multiply by your father's age,
Add number of gold fillings in teeth,

Add your house number,
Subtract wife's age (approximate),
Divide by number of aunts you have,

Add the number of uncles,
Subtract number of daughters,

Multiply by number of times you have gone up in an airplane,

Subtract your best golf score,
And then go out and borrow the money and pay the tax.—Gulf Coast Lumberman.

PE

An old darkey got up one night in meeting and said:

"Bredders an' sisters, you knows and I knows that I ain't been what I oughter been. I'se robbed hen-roosts an' stole hogs an' tol' lies an' got drunk an' slashed folks wi' ma razor an' shot craps an' 'cussed an' swore; but I thank de Lord dere's one thing I ain't neber done—I ain't neber lost ma religion."—Kreolite News.

PE

A BRITISH JOKE

He had been fishing, but with bad luck. On his way home he entered a fishmonger's shop and said to the dealer, "John, stand over there and throw me five of the biggest of those trout!"

"Throw 'em? What for!" asked the dealer in amazement.

"I want to tell the family I caught 'em. I may be a poor fisherman, but I'm no liar."—Tit-Bits.

PE

Boston Policeman (to hand organ grinder)—"Have you a permit to play on the street?"

Organ Grinder—"No gotta permit, boss."

Boston Policeman—"Then accompany me."

Organ Grinder—"Sure ting, boss—what you wanta sing?"

PE

A MISTAKEN IDEA

When a man marries the clinging vine type of woman he thinks he isn't going to be henpecked, and is apt to be fooled in several other ways.—Arkansaw Thomas Cat.

PE

A STUDY IN MATHEMATICS

If farmers lose money on their grain crop can't they make it up out of the straw that goes into a \$5 straw hat?—Franklin County (Iowa) Recorder.

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING.

The regular monthly Northern Division Transportation meeting was held on Oct. 19th, in the Committee Room, Pacific Electric Club, Chairman Riordan calling the meeting to order at 8:15 p. m., with twenty-five trainmen and Northern Division staff present.

Unfinished business all taken care of.

By Motorman McDaniels, that stop inbound at Aliso and Los Angeles Sts. and stop outbound at San Pedro and Commercial Sts. should be abolished and passengers unloaded at the present safety stop at Aliso and San Pedro streets.

Disposition: Referred to the traffic department for their consideration.

By Motorman McPherson: That on the outbound track at Arcadia interlocking plant it is almost impossible to see the home signal until you get very close to it, on account of some trees located at the cholo camp obscuring the view.

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

By Motorman McPherson: I notice around the switch stands that are used frequently the dirt has been worked away and leaves quite a hole. During the rainy season these holes fill up with water and make it very hard for trainmen to throw the switch without getting their feet wet.

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

By Motorman Paulson: I would request that a curtain be installed on Line car 1724 to keep the motorman out of the rain.

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

By Supervisor G. E. Peak: I notice that many curtains on the 550 class cars are missing on the open section. Also a good many side curtains on the cab cars are gone. During the rainy season this will work a hardship on passengers and motormen.

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

By Motorman W. E. Schwartz: I would suggest that yellow flags be removed while the Mexicans are at lunch that is when the track is safe for full speed.

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

By Supervisor G. H. Peak: That on account of the number of trains taking the crossover at Alhambra Station in order to reach the stub tracks at the rear of the station, I would suggest that an overhead trolley wire be installed on this crossover making the operation very much easier and safer for the trainmen.

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

By Conductor H. H. Shiffer: That ticket agents at 6th and Main should be instructed to sell tickets reading Baldwin Avenue to parties wishing to go to the Santa Anita Ranch, instead of selling them tickets to Santa Anita Road, as they are doing at present. Santa Anita Road is three miles away from the Baldwin Ranch.

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

By General Foreman J. F. Briggs of Pasadena: Trainmen arriving in Pasadena are not putting out markers and lanterns as they turn cars in at car-house.

Disposition: Referred to Mr. Rodenhouse for his attention.

By Conductor R. C. Evans: The shelter station at North Pomona is an open station. On account of the number of transfers made at this point daily, this station should be boarded on three sides in order to keep out the rain.

Disposition: The new schedule taking effect November 1st will eliminate a large amount of the transfer business at this point; therefore the recommendation not considered necessary.

By General Foreman J. F. Briggs: I am having numerous fenders broken on the safety cars at Pasadena on account of the defective condition of

the track. I now have the fenders raised as high as is possible in order to abide by the requirements of the city ordinance of Pasadena and I would suggest that the track situation be looked into at once.

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

By Conductor Garrison: U. S. Mail wagons are standing very close to passing cars on the streets, especially at San Pedro and Commercial streets while waiting for a mail train to arrive. In case anyone should step down on the step there would be a hazard of accident.

This matter will be taken up with the Postmaster in Los Angeles.

By Supervisor G. H. Peak: I would request that a bulletin be issued to the trainmen not to take equipment from one car to another. I have noticed several cases where conductors take lanterns from one car to another and forget to replace them.

Disposition: Bulletin will be issued on this.

By Motorman Paulson: While running on the Glendale Line I noticed the crossing at 6th and Main eastbound is in very bad condition.

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

By Motorman McClure: I again wish to complain that the Redondo and Whittier trains due out behind our Sierra Madre trains are still arriving in the station ahead of us and laying over five or six minutes, causing us to be late.

Disposition: This matter will be again referred to Mr. Davis for correction.

By Motorman W. E. Schwartz: Several accidents have occurred to Northern Division inbound trains at the foot of the viaduct at 6th and San Pedro street. Would it not be possible to relocate the flagman to the north side of the tracks at the foot of the viaduct, in order that he might also give some warning to automobiles that a train is about to turn onto the viaduct.

Disposition: As this flagman is under the supervision of Mr. Davis, this matter will be turned over to him for investigation.

By Motorman W. E. Schwartz: We have at present a 20-mile speed restriction over the first highway crossing east of Duarte, on the Glendora Line. I have been running on this line for the past year and I have only seen two machines cross our tracks on this highway; therefore, I would recommend the speed restriction be lifted.

Disposition: This will be checked up to see if it will be possible to raise the speed restriction.

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

C. H. BELT, Secretary.

EASTERN LINES

The regular monthly meeting of the Northern Division, Eastern Lines trainmen was held at Riverside, on Oct. 12th, Chairman Finley calling to order at 7:30 P. M. There were, approximately, twenty-five in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

Change of trolley wire at Alamo spur, on the R. R. and P.

Disposition: This has been taken care of.

That steps on car No. 424 be lowered.

Disposition: This matter was taken up with the Mechanical Dept. and it may be possible to lower the steps 3 inches.

That Conductors on the Corona Line be allowed to draw four (4) pads of triplex tickets account of two not being sufficient for a round trip, at times.

Disposition: This has been allowed. That home and distance signals at May Tower need painting.

Disposition: This is now being done. That sanders be placed on 490-class cars, used on the Corona Line.

Disposition: This has been recommended by Mr. Bradley.

That telephone at Tibbetts be moved to pole stand—about the center of the siding.

Disposition: Same has been done.

That several slats in the seats of some of the waiting stations on the Corona line are missing.

Disposition: Mr. DeNyse is arranging to replace same.

That there are no whistle signs for crossings at California or Nevada streets.

Disposition: Mr. DeNyse is arranging for same.

That telephone be located at the S. P. Station, Redlands.

Disposition: Change of schedule will not necessitate one at this point.

That seats in 1200-class cars are getting very dirty and should be cleaned.

Disposition: This is now being done.

That telephone at Mt. Vernon be moved from the south to the north end of the siding.

Disposition: Change has been made.

New Business

By F. H. Smith: Should War Tax be collected on all 43c fares. For example, the fare from Riverside to San Bernardino is 37c, if a party pays his fare to this point and then pays a local fare of 6c, should he be charged War Tax in addition.

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

By W. D. Reynolds: That the Highland-Patton Bus Line should be routed via Third and F streets to Fourth, instead of Third and E, on account of the congestion on Third street between the Station and E street.

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

By P. S. Corl: That seat be placed at Harlem Springs to accommodate people who wish to board bus or cars at the boulevard.

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

By P. S. Corl: That Agents at the different stations on the San Bernardino Line use some kind of a signal to stop trains when they have passengers for same.

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

By J. Hunckler: That trains should be spaced 2500 feet apart, for the reason that the rear train does not get in the wig wag.

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

By D. E. Downs: That wig wag be installed at Joy street, Corona, as the west side of the street is obstructed by a laundry and it is impossible for the motorman, or drivers of automobiles and vehicles, to have a clear view.

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

By D. E. Downs: That the heaters have been disconnected from the 490-class cars and people living at Corona are complaining seriously about riding so far in a cold car, and if this matter is not attended to they are going to start a petition. Also, the Agents at Riverside and Corona are receiving complaints about the same thing.

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

By E. B. Severson: That the Passenger Tariff is confusing to new men, on account of it having "Tyler" and "Taylor" on the same line, and it was suggested that "Taylor" be changed to "Canneries," or some other suitable name.

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

By E. B. Severson: That the Stop Sign at La Sierra be changed from the pole to a span wire, for the reason that it is not visible to the motorman on account of pepper trees.

Disposition: Referred to Mr. DeNyse.

By E. B. Severson: That the register rods on 400-class cars be lowered to the same height as those on 500-class cars.

Mr. Gilbert stated that this could not be done.

By G. F. Parkins: That the Company look into the matter of building houses for their employes in San Bernardino, for the reason that it is impossible to rent any kind a place here at present.

Disposition: Referred to Mr. Bradley.

By L. G. Wilson: That Mr. Wagner send out a man to ride with new mo-

tormen to give them instruction as to the proper operation of cars on the different lines, especially the Colton line.

Disposition: Referred to Mr. Bradley.

By A. E. Babcock: That one of our poles, located at 7th and Evergreen, Riverside, is being pulled over by an Edison wire and is liable to break almost any time.

Disposition: Referred to the Electrical Department.

By P. Heard: That it is impossible to see the semaphore light at May Tower on account of trees obstructing the view.

Disposition: Referred to the Electrical Department.

By Mr. W. C. Monroe: That trees should be trimmed between San Bernardino avenue and Rialto, on the R. R. & P., on account of obstructing the view of motorman.

Disposition: Referred to M. W. Department and Electrical Department.

There being no further business before the meeting, adjourned at 9:30 P. M. Next meeting will be held in San Bernardino on Tuesday, November 9th.

F. E. PEACHEY, Secretary.

SOUTHERN DIVISION

The regular monthly meeting of the Southern Division trainmen was held on Oct. 19th, at the Pacific Electric Club.

In the absence of the Chairman, the Secretary called the meeting to order at 8:00 P. M.

Superintendent Davis, Assistant Superintendent Taylor, several Staff members and eighteen trainmen were present.

The minutes of the previous meeting were approved.

The Secretary suggested that before taking up the regular order of business, the assembly should proceed to elect a chairman to serve for the ensuing three months, and called for nominations.

Conductors H. E. Wilmot, W. R. Ward, C. H. Reid, and Motorman J. B. Murphy, were placed in nomination.

Vote being taken, Wilmot received 6 votes, Murphy 3, Ward 3, and Reid 6. Wilmot and Reid having tied, a second ballot was taken, with the following result:

Murphy 10, Reid 6, Wilmot 2.

Motorman Murphy having received a majority of the votes cast, was declared elected as Chairman.

Unfinished Business

Suggested increase in rates of pay for operation of one-man cars.

Disposition: Matter is still under advisement.

Clearance line for vehicles at 9th and Main streets.

Disposition: Under investigation.

New Business

By Mr. Reid: That the 6:40 A. M. Newport train, Run 50, always leaves Main street terminal late, account Long Beach train due to leave at 6:45 A. M. being run in behind the Newport train, which cannot proceed until the Long Beach train departs.

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

By Mr. Ward: That some method be arranged to mark or indicate bad order jumpers. Under present condition, a bad order jumper is taken off one car and thrown on ground, and the next man picks it up and puts it on another car to replace a bad order one there. Much confusion and unnecessary delay results through lack of proper system of marking jumpers.

Mr. Green of the Mechanical Department, stated they should be tagged by the man who finds them bad order so they will not be used again.

Disposition: It was moved and seconded that the Mechanical Department provide a supply of blue colored cards, with light wire attached, printed plainly, "Bad Order"; these to be attached to jumpers by motormen as occasion arises. The motion carried.

By Mr. Emery: That some plan be worked out whereby regular men may have a day off occasionally; plan should provide that men could know in advance that they might arrange accordingly and make proper prepara-

tion. Men would, of course, not be paid for this time.

This would not only be a benefit to the men in way of rest and recreation but would also help the extra men to get in more time.

This could be programmed for each run, one day off every 10 or 12 days, and apply to all regular runs; any man who does not want to lose the time, to buck the extra list on the regularly assigned lay off day. This to apply to both freight and passenger service.

Mr. Taylor stated that a similar proposition was presented several years ago while he was on another division, and a canvass among the men of that division at that time did not show them in favor of it.

Mr. Davis stated he had at one time worked on a road where the plan was in effect and it worked out fairly well, although some men objected to it.

He considered the subject important and should be carefully studied before taking definite action.

It was thereupon moved and seconded that a committee of two be appointed to present the proposition to the Northern and Western Division meetings. Carried.

The Chairman appointed Mr. Emery for Northern and Mr. Welle for Western.

Mr. Taylor suggested that before presenting the matter to the other Divisions, the sentiment of the meeting be determined by vote, and a vote being taken 8 voted in favor of the plan and 10 against it.

After further discussion, it was decided that this vote would not show the sentiment of the entire Division.

It was thereupon moved and seconded that the matter be carried over until next meeting; and in the meantime each man will be notified by the secretary of the proposed plan and to express their views, etc., and be present at next meeting.

The motion carried.

By Mr. Wilmot: That there is much unnecessary congestion at 9th and Main streets, by reason of automobiles blocking Main street so that cars cannot move; should be some relief.

Disposition: Mr. Davis stated the city authorities were now working on the matter with view of affording relief.

By Mr. Ward: That much carelessness exists among trainmen in failing to lock light circuit boxes; locks are there and in working order, but are not locked in place.

Disposition: Mr. Davis will have the situation checked up and necessary action taken.

By Mr. Ward: That trainmen's room at Los Angeles street yard needs more chairs; not enough for men who assemble there to make out their reports, etc.

There is only one toilet and no lavatory where men can wash their hands; facilities not at all adequate for the number of men.

Disposition: Mr. Davis stated the company was aware of the situation and already have plans under way for better quarters; that these had been more or less retarded due to the controversy over the union depot location, as the location of same at the Plaza would upset existing plans for terminal improvements now under contemplation.

By Mr. Emery: That the recent rain showed the necessity for some further filling in with gravel in Los Angeles street yard; there was a foot of water around stairway from viaduct.

Disposition: Mr. Davis stated matter would be attended to at once.

By Mr. Emery: That a recent bulletin issued to conductors instructs that transfers shall not be issued on Form U. S. R. T. 1 Spl. R. T. 69 and Spl. R. T. 70; that there is nothing in the Passenger Department tariffs to cover.

Disposition: Mr. Patton, of the Passenger Department, stated tariff supplement would be issued to cover.

By Mr. Bordelon: That curtains be provided for side doors in car 1363, to keep out rain; rainy season at hand and should be fixed soon as possible.

Disposition: Mr. Green stated construction of door frames would not permit of any temporary arrangement

of curtains; car would have to come to shop.

By Mr. Wilmot: That the roof of combination car 1363 needs repairing; during recent rain passengers had to raise their umbrellas while inside car.

Disposition: Referred to Mechanical Department for attention.

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

G. H. GRACE, Secretary.

WESTERN DIVISION

The regular monthly meeting of the Western Division trainmen was held on Oct. 19th in the Committee Room, Pacific Electric Club, Chairman E. C. Brown calling the meeting to order.

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

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

Unfinished Business

That a light be put on or above door of the toilet at Vineyard, which will help prevent the hold-ups that have been taking place there.

Disposition: Mr. White stated that he had requested Mr. Anderson, Superintendent of the Electrical Department, to place lights in all telephone booths, also in all toilets.

That on account of the great number of back-up movements of cars from inbound to outbound track at Gardner Jct., suggested that overhead switch on inbound track be moved and cross wire extended parallel to main wire to about sidewalk of Sunset boulevard, which would insure slow speed of trolleys over switch and cars could make back-up movement over cross-over without changing trolleys.

Mr. White took the matter up with the Electrical Department, who stated that for purpose of efficient operation switches have to be set at a given point and angle and above cannot be done. This matter will be taken up with the Electrical Department again to see if something can be worked out.

That the circuit breaker at Beaudry and Sunset be changed to Everett street just east of stop sign, so the power can be thrown off for the breaker and the stop made for Everett street without applying the power again.

Disposition: After further discussion, Pole 1260 west of Marion street was decided on as the proper location for the breaker.

New Business

By Mr. G. S. Averill: That brass slugs be furnished passengers instead of tickets for six cent fare lines, for convenience in handling.

Disposition: Referred to Traffic Department.

By Mr. E. T. Hackett: That some women passengers riding on passes, also postoffice employes, show passes to conductors and rush right on without giving conductors opportunity to write numbers down; also that postoffice employes occupy seats letting cash fare passengers stand up.

Disposition: Mr. White informed the trainmen that beginning with the first of the year it is the intention of the company to eliminate the use of card passes and issue coupon pass books instead.

By Mr. Johnson: That cars marked Highland Ave. on South Hollywood Line, be marked "To Highland Ave. Only" for the guidance of passengers.

Disposition: A new schedule is planned which will do away with the Highland Ave. turn-around.

By Mr. Marvin: That telephone booths be established at Owensmouth and San Fernando; as it is very hard to take orders over the telephone in windy and rainy weather.

Disposition: This is being done now.

By C. N. Cake: That on the Venice Short Line, outbound, there is a safety stop just before reaching Center street, where passengers get off the car. There is no landing at this point and one is needed.

Disposition: Mr. White stated that this point is not a regular stop and passengers should not be allowed to get off there.

By Mr. F. B. Owen: That cars from Sherman carhouse going to Cahuenga Pass, pick up passengers west of High-

land avenue, collecting six cents, and issue transfer to Normandie avenue; wanted to know if he couldn't collect 12 cents and give transfer to Hill St. Station on account of the fact that when these passengers get on car at Highland avenue, with Normandie transfers, it is sometimes hard for conductor to pick them out when he gets to Normandie. Present transfer could not be used for this. Would have to issue triplex.

Disposition: Referred to Traffic Department.

By Mr. L. L. Pierce: That we use a different colored transfer for passengers transferring from interurban lines to six cent fare limits.

Disposition: Referred to Traffic Department.

By Mr. P. A. Timm, that curtains in open sections of cars be repaired and put in order, to enable passengers to keep out the wind and rain.

Disposition: Referred to Mechanical Department.

By Mr. C. R. Johnson, that inbound safety stop in front of engine house on Hill street between 2nd and 3rd streets be abolished to prevent passengers from getting off the car at that place.

Disposition: Mr. White stated that this safety stop was authorized by the Fire Commission and cannot be done away with.

By Mr. Toenjes: That Edendale cars make a safety stop at L. A. St. Yards and to allow Glendale cars first right.

Disposition: This has already been ordered, per Bulletin No. 1304, dated October 18th.

By Mr. Toenjes: That third track at Sunset boulevard and Lake Shore be cut in two and made so it could be used both in inbound and outbound directions.

Disposition: Mr. White stated that he already had this matter up.

By Mr. Toenjes: That we have a line shake-up on all lines once every year.

Disposition: Open for discussion.

By Mr. P. A. Timm: That inbound Van Nuys cars do local work between Cahuenga Pass and Santa Monica Blvd., instead of between Sanborn Jct. and Hill St. Station.

Disposition: This matter to be investigated.

By Mr. C. R. Johnson: That there is considerable trouble experienced with passengers at end of six-cent fare limit in collecting second six cents. That we should have cards displayed in cars showing the fare limits.

Disposition: Mr. White stated that he did not believe the cards would do any good. That it is up to the conductor to enforce the collection of second six-cent fare.

By Mr. G. P. Walsh: That it be taken up with the officials of the Los Angeles Railway in regard to many of their men failing to make safety stop at 1st and Hill Sts.; also that a man be placed at this point to check up on this.

Disposition: A check covering this matter will be made.

By Mr. G. P. Walsh: That safety stop be established at switch leading into Hill St. Station.

Disposition: This is not necessary, on account of cars from Hill St. Station starting from a stop.

By Mr. G. P. Walsh: That fumes from the restaurant at Sherman filter into waiting room, and passengers are asking that this condition be remedied.

Disposition: Mr. White will take this matter up with the restaurant people.

From Suggestion Boxes

By Mr. L. R. Spindel and Mr. Chas. Ray: That passenger shed be built at North Sherman Way for passengers that have to transfer and wait for cars at this place, so they can keep out of the rain.

Disposition: This matter is now under consideration with the Traffic Department.

By Mr. John Dinneen: That student conductors without previous experience, after they get through on student cars, be given at least one day on the road with an experienced conductor.

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Disposition: This is to be done as soon as we can.

By Mr. D. C. Loudon: That schedule of Pasadena through cars be placed at the S. P. end of Edendale Line, for convenience of trainmen and others.

Disposition: Referred to Traffic Department.

By Mr. H. R. Willey: That on the Hollywood Local Line some cars are marked "Gardner," others "Laurel Canyon"; that signs should be painted to show both these names, for the guidance of passengers.

Disposition: Will have change made when new signs are ordered.

By Mr. W. Ralph: That ticket agents be instructed to use more care in punching commutation books.

Disposition: Referred to Traffic Department.

By Mr. H. Jacobs: That interurban cars display "No City Traffic" signs at all times for the convenience of interurban passengers.

Disposition: This instruction is now in force.

There being no further business, the meeting adjourned at 9:45 P. M. to partake of refreshments in the Auditorium.

M. MARKOWITZ, Secretary.

W. A. McCammond, Resort Agent, has just returned from three weeks'

vacation, the first he has had for a good long time, which he spent very pleasantly viewing San Francisco and other nearby points, with a restful session at his home at Santa Monica. Mrs. McCammond has only recently returned from an extended visit to the former home of both herself and Mr. McCammond in Ireland.

THE BEGINNING OF YE ALPINE TAVERN

From the Evening Express of October 2, 1895, the following item is clipped:

"Prof. T. S. C. Lowe has written to the Chamber of Commerce inviting that body to become his guests at the dedication of 'Ye Alpine Tavern,' which is nearly completion near the summit of Mount Lowe. The trolley line to the tavern is completed and Professor Lowe asks that a committee of the chamber be appointed to select the date and make arrangements for the dedication."

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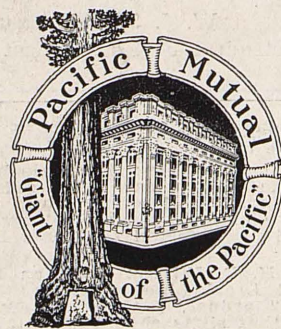
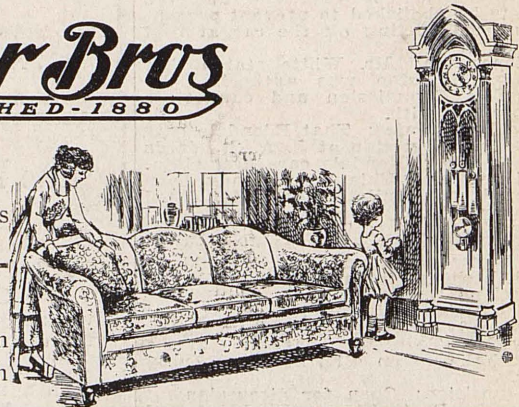
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