



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. OCTOBER 10, 1920

No. 5

MILE HIGH "JINKS" AT OUR VACATION CAMP WHERE MANY EMPLOYEES HAVE WONDERFUL OUTING



THE PARTY AT SAN BERNARDINO "RARIN' TO GO"

One of the crowning pleasure events of the season, was the excursion to the Pacific Electric Vacation Home on Saturday, September 25th.

The Pacific Electric, who never do things half way, provided a special three-car train, and a bunch of Americans of all ages and sizes, about 165 in number, boarded same and pulled out of 6th and Main at 1:30 p. m. under the direction of the affable Mort Stuart, and arrived at San Bernardino on schedule. After the bunch had posed for the camera man, we boarded the busses, seven in number, for the trip along the Rim of the World, which is certainly some trip, and arrived at the Vacation Camp about 7:30 p. m., a tired, hungry crowd, but after partaking of the many good things that the efficient chef, Jack Valrose, had provided, at which time Manager Stuart again became conspicuous, the wearied, tired feeling was soon a thing of the past and every one was ready for the evening festivities, which started as soon as the big room could be cleared of the tables, but to tell the truth there wasn't much room to do the "Shimmy," due to the large crowd, however, everybody seemed to enjoy the meleé. Well, this continued until 12 o'clock midnight, when Superintendent Worley of the Camp, had one of the greatest problems he ever had to solve, viz: finding a place for every one to sleep. After much figuring, however, all the married people and ladies were provided for, and Mort Stuart and a bunch of young eligibles who wished they were married, were banished to Pine Crest to



SUPT. WORLEY AND WIFE
The Host and Hostess

spend the remaining few hours of the night. Just how they spent it and what they did we have not yet been able to learn. At any rate they were on hand for breakfast at 9:00 o'clock Sunday morning, somewhat tired looking, but nevertheless, ready for the fun of the day.

After breakfast, the trucks were again loaded up and a trip to Little Bear Lake was made, which was most

enjoyable. However, three of our young ladies who didn't believe in signs, or who at least failed to read them, got "pinched" by a Deputy Sheriff for invading forbidden U. S. Government property. Notwithstanding the ability of ladies to make men see things their way, it was necessary for them to put forth such arguments as are seldom heard in an effort to play innocent, and of course, finally won out with a warning from the officer "to be good thereafter."

We returned to the Camp about 2:00 p. m. with sharpened appetites, and when the fragrance from the barbecued pig was scented, it became all the more keen. The tables were spread out in the open under the big pine trees, and a feast of good things, such as we seldom have seen during these times of high cost of living, were enjoyed, while the Pacific Electric Band, under the direction of Mort Stuart, made the forest ring with good music. Mort tried his utmost to stand erect and put on a bold front, but believe me he couldn't hide the pangs of hunger which existed in the inner-man.

About 5:00 p. m., just before starting on the return trip, once more Jack's ability as a cook was again paramount, and the BIG CAKE was cut and served with fruit salad as a trimming. Now if you don't think it was some cake, just ask anybody who was there.

Then the homeward trip. The silvery moon soon mounted the skies, making it almost as light as day, and the forest rang with laughter and



BREAKFAST IN THE BIG HALL

songs, from the songs that Grandfather used to sing down to the light-hearted songs of the present age. On reaching the rim of the mountain, the view of the lights in San Bernardino, Riverside and Redlands presented a magnificent view.

We reached San Bernardino without a mishap of any kind to mar the pleasure of the trip, where the special train was in waiting. However, it was not long after the train pulled out until the greater portion of the wearied bunch were in slumber land, having exhausted their resources, dreaming of their experiences during the past 24 hours.

Just a word about the Vacation Home. There are no doubt a number of employes who have not had the pleasure of visiting the Camp. To those I want to say, you cannot appreciate what the Pacific Electric has done in the way of providing a Vacation Home, that is really a "Home" where you can go and spend your vacation at a nominal cost, among the big pines, and have all the comforts you enjoy at home. We ought to feel proud to be associated with a corporation that takes such interest in the comfort and welfare of its employes.

In conclusion, thanks to the Pacific Electric, Manager Stuart, Camp Superintendent Worley, and last, but not least, to Jack the Chef, for the enjoyable outing we had.

Plan to go next season.

A. W. CHANSLOR.

PE

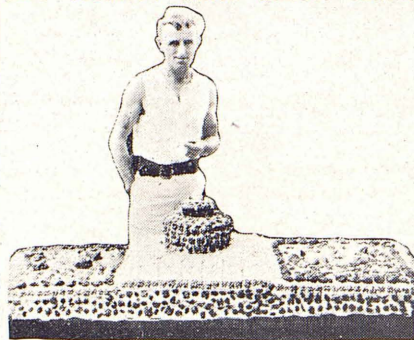
THREE GIRLS "PINCHED"

An Incident of Life in Our Mountain Camp

The following is an amusing incident relating to our trip to the P. E. Camp, which I can assure you was enjoyed to the utmost by everyone who participated. The only thing we all regretted was that our stay could not have been prolonged.

Arriving at the camp we had a nice dinner and spent the evening dancing. On Sunday morning on our

visit to Little Bear Lake, the adventure occurred which almost caused



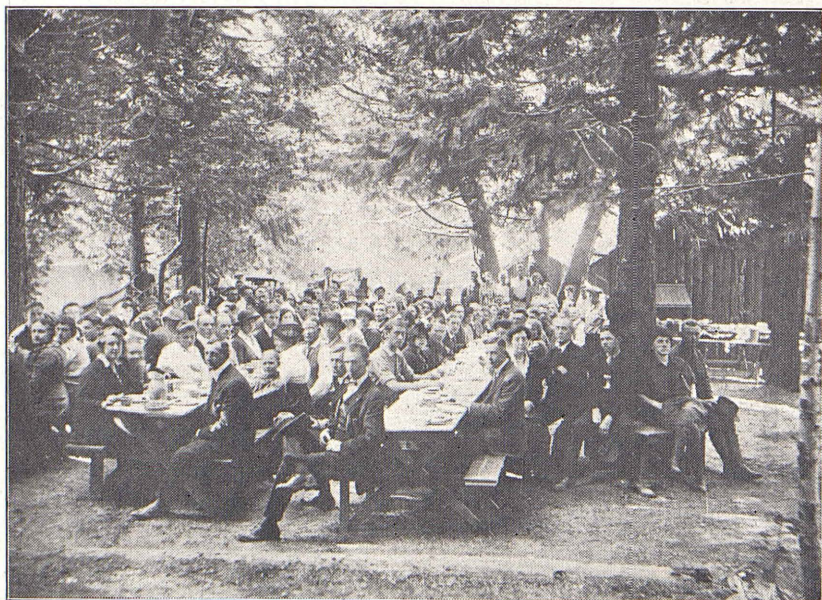
"JACK" VALROSE, "Chef,
and his six foot cake

five of our party to spend Sunday night in a little room with windows

decorated with bars. The party consisted of three girls and two boys, who wished for something more exciting than rowing a boat on a beautiful, calm lake, and were drifting along the north side when we discovered a row of log cabins that apparently represented some city in a country where they have heavy snow storms. We immediately landed and proceeded to explore. We found that the moving picture people had built these cabins and had used them for some setting supposed to be taken up in Canada for there were signs on the tops of the cabins which read, "Hudson Bay Trading Co.," etc. We went to the first cabin and on the door was a sign which read: "Anyone trespassing on this property, which is a government reservation, will be fined and imprisoned." Being ready for any mischief, we ignored the sign and proceeded with our tour of exploration. After fully investigating the various places we ventured over to some pine trees overlooking the lake and sat down in the cool shadows of the pines to recuperate ourselves for our homeward trip. To describe all the wonderful scenery would take a more vivid imagination than mine.

Having to return to camp by 1:30 o'clock for the big barbecue, we prepared to return to the boats. I had just voiced a regret that there were no horses at the camp so that we could take in everything.

We had just pushed off from shore when we were accosted by two strangers on horseback, who informed us they were deputies. One commanded us to return and told us we were under arrest for trespassing on a government reservation. He asked us if we saw the sign upon landing and I fabricated a little and stated that we were not out looking for signs for I did not think he was serious. He said: "I presume you are from the P. E. Camp," to which we assented. We girls could not be bothered with such a trifling matter as arrest. What we had our minds on was



THE BARBECUE DINNER AL FRESCO

the horses, and we did not hesitate to say so.

About this time we arrived at the fact that he was in earnest. His look of disgust to think that he was trying to make us see the seriousness of the situation that we were in, in the hands of the law and three silly girls wanted his horse, telling him to argue the matter out with the boys while we took a ride. It struck him as funny and a smile passed over his countenance. He immediately dismounted, and to our surprise, offered us his horse while the ranger followed suit, and we accepted immediately, and forgetting our troubles, if we had any, were off in the hills on a joyous canter.

Upon our return we thanked him heartily for the horses and stated we were then ready for arrest. He laughed and said not to be too sure, that he might take us back to camp and demand our bail yet. He bid us good-bye as he had twenty miles to ride that day and told us never to let him catch us on that side of the lake again for he might not be so lenient next time.

As it was now after 1 o'clock, and feeling hungry, as our exciting adventure did not appease our appetite any, we started on our homeward row, only to arrive and find that the busses had just left and we had to wait a whole hour before we could get back to camp. Now if that isn't what you call excitement for one day, I would like to know what is.

QUEENIE HILSON.

PE

GUESTS AT THE "JINKS"

The following were among those present at the Mountain Picnic on Sept. 25 and 26:

George Lucus, wife J. H. Lloyd and wife and son J. W. Mee, wife and daughter Chas. P. Hill
 Miss Peggy Johnson R. A. Harbaret
 Miss Queenie Hillson F. R. Jones
 Miss Ada Glidden C. N. Cake and wife
 Mrs. Julia Glidden L. E. Bothell
 Miss Nellie McCabe George Singleton
 Miss Lauretta Carter and wife
 Miss Beth Brahm Harold Lee
 George Payne A. W. Chanslor,
 W. B. Peregoy and wife and two sons
 Mark Stanley E. M. White and wife
 C. Jessup C. H. Dyer
 Konrad Oefinger John Guest
 William Drake, wife Louis Huelsman and son wife
 C. A. Mills and wife D. J. Finley and wife
 Miss Lola McElroy J. W. Viljon and wife
 William Kienz Fred Alme
 Miss Madge McElroy wife
 Miss Madeline Matthews Miss M. M. Randale
 Miss June Lynn Roy Bishop
 Kenneth Paige Emmett Bishop
 Miss Esther Vetter C. H. Jones, wife and two sons
 A. Aholick and two sons
 Miss Agnes Parts Miss Marion Peck
 Miss Elizabeth Edmonds John Julian, wife and sister
 Miss Elizabeth Reckweg Carl Rockoff and wife
 Jas. Clark and wife Geo. H. Rice, wife and son
 Ed. Brady Cecil Bunch
 Miss Florence J. McEwing, wife
 Abrams and daughter
 Miss Ether Herwick T. S. Coates
 Fred H. Allen and wife Mrs. Harley
 Fred Gile, wife, son L. H. Covell
 and daughter Miss E. Sparks
 Cornell Richardson Mrs. J. Seamen
 Roy Brucker Mrs. Norman Hayward
 Earl Brucker ward
 M. C. Brucker and wife Mrs. Fred J. Minor
 wife Mrs. C. F. Hartman,
 Roy Volkchart sister and daughter
 P. C. Cross ter
 Vincent Viellenave Mrs. Louis Stamm

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

Passenger Revenues	\$1,054,538.26	
Freight and Switching Revenue	336,502.95	
Other Revenue	55,398.82	
Total Railway Operating Income	\$1,446,440.03	

Operating Expenses

Way and Structures:		
Wages	\$104,665.08	
Material, Supplies, etc.....	32,644.66	\$137,309.74
Equipment:		
Wages	114,301.32	
Material, Supplies, etc.....	67,413.77	181,715.09
Power:		
Wages	25,450.72	
Material, Supplies, Power Purchased, etc.....	130,000.87	155,451.59
Conducting Transportation:		
Wages	380,320.64	
Material, Supplies, etc.....	33,306.68	413,627.32
Traffic:		
Wages	22,516.97	
Advertising and Material, Supplies, etc.....	13,905.51	8,611.46
General and Miscellaneous:		
Wages	50,049.11	
Injuries and Damages, Material, Supplies, etc	61,120.37	111,169.48
Total Railway Operating Expenses:		
Wages as above	697,303.84	
Other Charges as Above	310,580.84	

Transportation for Investment-Credit..	3,221.10	1,004,663.58
Revenue Less Operating Expenses.....		\$ 441,776.45
Depreciation	22,549.27	
Taxes Assignable to Railway Operations	50,438.34	

Total Depreciation and Taxes	72,987.61	
Revenue Less Operating Expenses, Dep. and Taxes	368,788.84	
Non-Operating Revenue	7,581.48	
Net Revenue	376,370.32	
Interest on Bonds and Other Debt	\$310,389.44	
Rents and Miscellaneous Income Deductions	32,718.46	
Total Deductions	343,007.90	
Net Income	33,362.42	
Net Loss for Eight Months ended August 31, 1920	602,001.58	

H. A. CULLODEN, Auditor.

Los Angeles, California, September 25, 1920.

Members of Band: Messrs. Stewart, Elliott, Christy, Miner, Wallace, Crane, Robbins, Hartman, Stamm, Donze, Houseman, Mainser, Wright, Greggory, Hayward, Hanley, Baron, Paulson, Riderhoff, Rassussem, Seaman, Bima, Yates, Morgan, Hunter, Moyer, McKee, Bieto, Lewis.
 Mrs. Mae Barlow, Soprano Soloist.
 Jack Watson, Baritone Soloist.

P. E. FREIGHT CARS MUST STAY AT HOME

Pacific Electric Railway owns about eleven hundred freight cars, just about enough to take care of the freight business on its own rails, with the exception of the oil business. To take care of this freight on its own rails successfully it is necessary that all P. E. cars be kept at home, and this is the reason behind the rigid rule now in effect that P. E. cars must not be loaded for points off our own line.

It would seem that it would be an easy thing to enforce a rule of this kind, but apparently it is hard to get

everybody lined up to a common understanding of the rule and the necessity for its observance.

One will say, "This load is only going to Los Nietos on the Santa Fe. Surely the car will come right back."

Well, back in October, 1916, P. E. car 2429 was loaded to Chino on the Southern Pacific with bean screenings. Since that time it has been on nearly all the railroads in the country but the Pacific Electric, and despite tracers by mail and by wire, it has been impossible to secure its return. This is only one of a number of similar cases. Hence, the rule that P. E. cars must not be placed for loading off P. E. lines.

If a shipper loads a car contrary to this rule agents or conductors must not sign for or handle it but report at once to the Car Service Agent, who will arrange disposition.

R. S. MAISON,
Car Service Agent.

ANTI-MEDICAL LEGISLATION

Proposed Laws Soon to be Voted on a Hindrance to the Work of Medical Education.

At the present time there are several matters before the public of California which concern each and every one of us in a most vital manner. I refer to the Public School Protective League and to the campaign being conducted by the Anti-vivisectionists. The P. S. P. League was founded in 1917 for the alleged purpose of protecting the school children of California from Medical and religious exploitation.

I am chiefly concerned about the anti-Medical activities of the league and will not go into the religious side of the question. This league has members in all parts of California who are most zealous in their work of hindering the work of medical educators. All doctors and many lay folks are well aware that most of the ills from which adults suffer have their start in childhood and are largely preventable by proper medical supervision of the child. An automobile or engine is given frequent inspection and overhauling, and how much more important it is that the human body receive at least as much care as we give the auto or engine. It is only by repeated physical examination of the school child that a proper foundation for a healthy physical existence of the adult can be assured. Many of us have had some illness which had its start in childhood and can be traced to diseased tonsils, bad teeth, running ears, weak lungs, poor nourishment and many other troubles too numerous to mention. Now people, is it not better to have our children examined by some specially trained person, whether nurse or doctor, the findings recorded and the parents advised accordingly? It does not mean that you must follow the advice, but at least the question is put up to you, and you are given an opportunity to give the child every chance for a healthful future life. Surely there can be no objection to such examination and advice, but the advocates of this league are doing all in their power to hinder the good work began by the health authorities. Their slogan is—"it is the school that is public and not the child." That is very true, but only too often the parents are just as ignorant as the child when it comes to matters of health; and if there were anything harmful or objectionable about the examination and teaching health subjects I could understand their attitude. In my work among the employes of this company. I am struck by the appalling number of the men who are victims of tuberculosis, bad teeth, diseased tonsils and many other diseases.

But the saddest thought of all is that many of these unfortunate persons might be healthy and happy if they, as children, had proper medical supervision. This league has extended its activities not only to the school child, but has declared war on the Y. M. C. A., the War Camp Community Service, the Children's Year,

the Children's Bureau of the National Government, the State Board of Health and upon that most wonderful of organizations, the American Red Cross. In the school it has procured the passage of laws exempting children from physical examination; has secured the defeat of bills for teaching dietetics; home nursing and the care of the sick in the schools; it prevents the examination of school teachers to see if they have any disease which might be communicated to the children; it has prevented the establishment of dental nurses; in short, this league has been obstructive to any work that is for the betterment of the school child or the individual in the way of health activities.

At the present time this league is working to place a constitutional amendment before the voters of California which reads:

"No form of vaccination, inoculation or other medication shall hereafter be a condition for admission to or attendance in public school, college, university, or other educational institution in this state or for the employment of any person in any public office."

Think what the passage of such an amendment would mean. It would practically abolish quarantine laws and absolutely stop the present measures against venereal disease. It would stop necessary measures for the exclusion of typhoid carriers from the handling of food and many other requirements of the public health. Their teachings have no respectable or scientific standing, and are, on most questions not even debatable among persons of competent information.

The anti-vivisectionists attack the method of investigation of disease by animal experimentation on the ground of (1) cruelty of the experimentors, and (2) the "childish absurdity of the claims to benefit mankind."

(1) Cruelty: In a recent investigation of the question of animal experimentation by a committee of Congress, the anti-vivisectionists were unable to substantiate a single one of their charges of cruelty. The report by the British Commission on Vivisection says: "that there was not a single case of extreme and unnecessary cruelty brought forward by the Anti-vivisection Society which did not break down under cross-examination." Their charges are not founded on fact, but are conceived of falsehoods and deceit. Opinions quoted are by men who lived in the remote past, before the era of anesthesia; other opinions are from men of no scientific standing and whose opinions mean nothing; in quoting from scientific men of standing the facts are omitted.

With reference to the "childish absurdity of the claims to benefit mankind," I need only refer to what animal experimentation has done for

the human race. Smallpox in the eighteenth century killed over 50 million people in Europe, and in London alone 2,000 died and over 10,000 were afflicted with the disease yearly. Great epidemics of smallpox swept over the world and there were few persons who were not pock-marked. Jenner, at the end of the eighteenth century discovered vaccination, using a few calves in the experiments. He showed that the scab from a cow suffering from cowpox would protect a human from smallpox, and this was the basis, on which we today get from a calf the lymph which protects the human race against such epidemics as occurred during the eighteenth century. As a result of the vaccination the yearly death rate from smallpox has been reduced to hundreds instead of hundreds of thousands. Pasteur, a Frenchman, at the end of the nineteenth century worked with animals and discovered a means of preventing, by vaccination, cholera in chickens and anthrax in sheep, thus saving the sheep industry of France which had been threatened with ruin. His last and greatest work was the prevention of hydrophobia, again by vaccination, of persons bitten by a mad dog. The Pasteur treatment of hydrophobia has reduced the number of cases from 16 per cent to less than 1 per cent. This treatment does not cure hydrophobia, but it does prevent it if the case is treated early. The disease has always been fatal to anyone contracting it and Pasteur has been voted by the French people the greatest of all Frenchmen.

The transmission of malaria and yellow fever by certain mosquitoes was demonstrated by experiments with mosquitoes and men who volunteered their services, because animals are not susceptible to these diseases. These discoveries made possible the building of the Panama Canal, and malaria, and especially yellow, have been almost wiped out.

The transmission of plague by rat fleas was discovered by experiments with rats and fleas, and by this knowledge we are at present keeping this terrible disease at bay.

Antitoxin for diphtheria was discovered by experiments on rabbits and guinea pigs. Horses are immunized against the germs of diphtheria to produce the diphtheria antitoxin serum, and the death rate for diphtheria has been reduced from 40 per cent to less than 8 per cent.

The antitoxin against cerebro-spinal meningitis was discovered by experiments upon 25 monkeys and 100 guinea pigs. This serum is also produced by immunizing horses against the germ, and it has reduced the death rate of this disease from 75 per cent to 25 per cent.

Directly or indirectly, by means of animal experimentation, the cause and treatment of many diseases were discovered. Anthrax was the first, tuberculosis, cholera, plague, diphtheria, lock-jaw, spinal meningitis, hydrophobia, child bed-fever and many others.

At the Rockefeller Foundation in New York they are experimenting

with infantile paralysis and the work will no doubt be crowned with success; in the past we have stood helplessly by when this disease made its appearance and left so many of its victims idiots or physically helpless for life.

I could go on indefinitely, but it suffices to say that preventive medicine has its foundation in animal experimentation. The studies of gases during the great war and the discoveries of antidotes against them were based on animal experimentation. If means had not been found to counteract these death dealing gases we probably would have lost the war. Animal experimentation is thus necessary for the actual preservation of the human race, and it is a blessing to know that such diseases as diphtheria, lock-jaw, yellow fever and malaria, small-pox, meningitis, and infantile paralysis can be prevented or successfully treated as a result of animal experimentation. Surely, when your child or my child is stricken with some dread disease that can be treated by these means, we must thank divine providence for the help derived from animal experimentation, and we must not feel that the experiments upon animals have been in vain, or have been done to satisfy a morbid curiosity or to inflict needless torture.

WM. L. WEBER,
Chief Surgeon,
Pacific Electric Railway.

TIMETABLE CHANGES

Glendora line timetable No. 40 was effective September 19th.

New trains on Southern Pacific and changes in schedules of some others made necessary a new timetable on the Shorb line for connecting service on October 1st.

Santa Monica Canyon line service is being operated on new schedule, effective October 7th.

The introduction of safety cars on Arroyo Seco-South Loop line in Pasadena decreased headway from 15 minutes to 10 minutes throughout the day. Other lines in Pasadena will receive the new cars within a few days.

Newport line winter timetable will be put in effect shortly.

Northern division staff is working on new San Bernardino line timetable to be ready about November 1st. This will inaugurate through service to and from Redlands and provides flyer service on schedule of one hour forty-five minutes for one train inbound in the morning and one outbound in the afternoon to San Bernardino, running through to Redlands, with connections for Riverside. This is the heaviest timetable job on the system because of the many connecting and tributary lines which are controlled by the through schedules.

Van Nuys line timetable No. 38 is now on the press. This provides some additional service and changes in running time on many of the through trains.



PACIFIC ELECT

THROUGH THE CAR WINDOW

Little Observations by "The Man" Who Rides Often

We have been wondering if the car-cleaners ever read this column. Perhaps they have read it and decided that too much has been seen; perhaps they have not read it and therefore do not know how essential a clean car window is to a clear view into or out of a car. Many car windows are very dirty (a few days ago we saw a motorman actually forced to clean one before he could see through it sufficiently to operate his car—it was not fog that he wiped off, either) and we would all be glad if they were always clean. It is somebody's job to see that they are clean. Now, go to it!

It is against the law to converse with a motorman while he is on duty; the Company also has stringent rules covering the matter. Now, Mr. Motorman, it is not your fault if a friend greets you, or a patron asks you a question; but it is your fault if you allow such an incident to draw you into a sustained conversation. It also endangers your life, the lives of your passengers and the lives of people in the street. When your friend, be he an employe or not, begins to visit with you, why don't you say to him, "my friend, why don't you leave me alone? It is against the law and the rule and you will get me in wrong."

You boys that work on the Mountain can make a lot of money for the Company if you will remember to always give the lecture to passengers on the way up. Give it as if you were interested in it and as if you, yourself, really enjoyed the many interesting things you can point out. Try to speak slowly and distinctly and not in a sing-song or bally-hoo style. Many of your passengers are straining their ears for every word you utter, and if they do not understand what you say, they have failed to get all the enjoyment out of the trip that it is their due to have. If you are interested and interesting—note that "interested" and "interesting"—in your talk, they have a good time, feel friendly to you and to the Company and will tell their friends about the grand trip. Also, they will be in a proper frame of mind to listen to your talk on the way down about our

other interesting trips. Of course you should be as careful not to omit this talk as any other, for it means more business.

We notice an improvement in the attitude of the trainmen toward the public, and we have heard a great deal of comment lately on the part of the public, to the effect that the Pacific Electric men were polite and accommodating and were real gentlemen. This is very gratifying, indeed, because we have always enjoyed the distinction of having the best bunch of men, bar none, that work anywhere on any road.

Have we noticed the new signs in the elevators about closing the elevator doors before moving the car? We will say that we have. Have the elevator operators noticed them? We do not know. How about it?

It is within our lifetime that gentlemen did not feel the assurance to smoke in the presence of ladies without permission. But time and the order changeth. Now the noble and chivalrous sex smoketh without regard, and even wants to take the habit of the cafe into the office and make a smoke-house out of it to the detriment of business and the annoyance and occasionally nausea of the ladies who have to earn their living by working with them. Even the heads of departments appear unable to refrain from laughing and smoking their pipes while callers are waiting in the reception room to see them. And then, there are the representatives of the superior sex who, when requested not to smoke in the office, go out in the halls and other places and rob the Company of time to smoke. Marvelous self-control, we will say. Yes, the order changeth.

Referring to the conductor who kicked all the way from Los Angeles to the Beach, via the Sawtelle Line, because he had a 500 class car instead of an 800 class, we will venture to remind the boys that a poor workman usually complains of his tools. The man that gets results with the means at command is the big man, and the one that will eventually win promotion and get to the front. The others will continue to kick at their luck. The public does not want to hear your troubles; they want you to listen patiently and politely to theirs. Try it and see how much better you will get along.

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!"

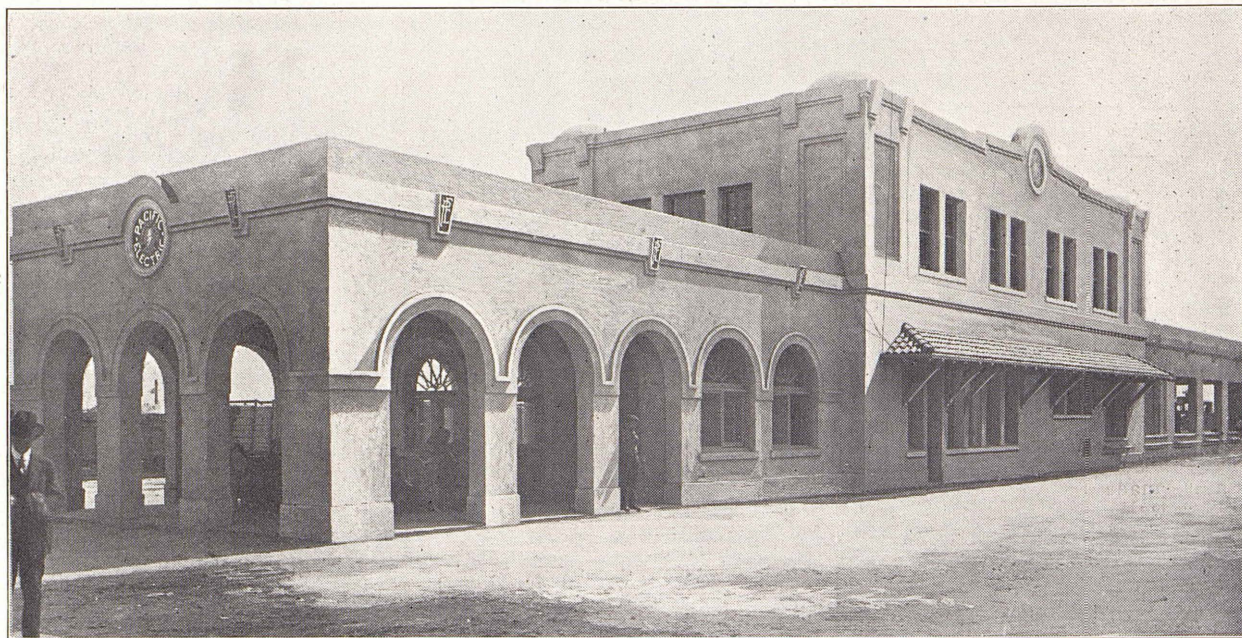
"What is it, sweetheart," he asked softly.

"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.

OUR LATEST MAJOR IMPROVEMENT

BEAUTIFUL, NEW, SAN PEDRO STATION COMPLETED



Have you seen our new combination freight and passenger station recently completed and placed in service at Fifth and Front streets, San Pedro, to serve our patrons in this rapidly growing community? If not, you can observe from the view, as shown, what an imposing structure the Company has just completed, at a cost of some \$30,000, to adequately serve its needs in the Harbor district of the city of Los Angeles. You are all familiar with the tremendous growth that has taken place during the past five years in the Harbor district, and in order for the Company to keep pace with this growth and render the top notch service demanded of it by the public in this locality it became essential that a structure for station purposes be erected without further delay—to amply take care of the present business, as well as the future. Plans for this new station were completed during the year 1917, but war-time conditions and other minor delays have somewhat hampered its completion and being placed in service at an earlier date.

The structure has brick walls plastered on the exterior; dimensions are 28 feet wide and 190 feet long. Building is two stories high in center and only one story high at each of end wings. One of these wings provides, as portion of the station, an outside open waiting room, which type of construction is extensively followed in Southern California, due to mild climate. The other one-story wing of the structure serves as an open freight room.

The building as designed is a class "C" structure, semi-Spanish in its architectural features. In the designing, as well as the erection of the structure, a compromise was made as to the aestheticism and commodious-

ness of the station. There has been provided most commodious waiting room facilities; ample rest room facilities; an efficient electric lighting arrangement by using one of the latest types of modern electric fixtures known as the "4 in 1," with porcelain reflectors.

The station is conveniently served by two newly-constructed passenger loading and unloading tracks, while a new house track has been provided for serving the freight end of the station.

In the agent's quarters three exclusive ticket selling windows were arranged, while the matter of handling freight business and its affairs with the public is a segregated feature at this new station, by having the freight counter so located as to take care of business of this nature at the side door.

The second story of the new station is to be made use of for trainmen's quarters. In the recreation room will be installed pool tables, card tables and other equipment that the Company usually sees fit for the comfort and welfare of the trainmen at the various division points where divisional club rooms are maintained. At the end of this room is located the Terminal Foreman's office, where mark-up boards, cashier's office, etc., are located. Adjoining these rooms are the toilet facilities and locker room.

— PE —

AGENCY NOTES

Within the next few days the Company will establish an Agency at Colton. On account of the growth of interchange business and carload shipments originating in this territory, the present non-agency arrangement is inadequate to take care of Pacific Elec-

tric business. Bids for this agency are now out, and the station building will be completed within the next few days.

Effective September 1st, 1920, Agent C. A. McKee was checked out at La Verne on account of the Southern Pacific Company taking over the operation of this agency. Mr. McKee has since been appointed agent at Fullerton.

It is with regret we have to report that Mr. C. H. Foster, agent at Loftus, and Mr. J. B. Black, agent at Orange, are confined to their homes on account of illness. We hope they will both have a speedy recovery.

Effective August 30th, W. C. Bonser was appointed agent at Redondo Beach.

Effective September 14th, D. A. Bruce was appointed agent at Wingfoot.

Effective September 24th, R. E. Kidd was appointed agent at Van Nuys.

Effective September 28th, C. A. McKee was appointed agent at Fullerton, vice E. V. Steinman, resigned.

Effective September 28th, H. M. Wright was appointed agent at Yorba Linda, vice H. T. Allen, resigned.

Effective October 1st, C. M. Housels was appointed agent at San Bernardino.

Effective October 6th, J. R. Hutchinson was appointed agent at Highland.

GENERAL PASSENGER AND FREIGHT DEPARTMENTS

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

GENERAL FREIGHT DEPARTMENT NOTES

General Freight Agent T. J. Day has just returned from a long deferred vacation visiting relatives in Denver and Seattle. Characteristic of our general freight agent "all play and no work" wasn't adhered to, in that a close inspection of other carriers' methods, both rail and water, was made en route and at the various large terminals. An enjoyable trip was the pleasure of both Mr. and Mrs. Day.

In defiance of the high cost of living Wilbur Josenhans, our able superintendent of files and general custodian of the written word on the typewriter, has taken unto himself a wife. In view of the additional expenditure made in the purchase of "smokes" we all wish Wilbur a bright future.

It is with regret that we announce the resignation of Mr. A. O. Phelan, employed as clerk and stenographer in the freight claim department. Mr. Phelan is an experienced court reporter and has accepted other employment in this capacity. His capabilities in this line have been well demonstrated and we feel assured of his success in his new undertaking.

It is reported that "Slim" Lane was observed witnessing the final series in a certain well known ball park situated southeast of Central avenue, and was "rooting" in favor of the "Alexander Giants." The writer, however, as yet, has not had an opportunity to verify this allegation.

It is noted with pleasure that Mr. W. B. Perego of the freight claim department succeeded in participating in the enjoyable trip recently taken by club members to Pacific Electric Camp. On a previous occasion Mr. Perego endeavored to join the party going to Big Bear Lake, but through an irregularity in making connections at Los Angeles the Perego family returned home to plan other activities for the ensuing Saturday and Sunday.

Mr. W. O. James of the freight claim department is utilizing his vacation period for the purpose of enhancing the beauty of his suburban residence in Arcadia.

The flow of traffic through the Los Angeles Harbor continues to increase materially. The Los Angeles Pacific Navigation Company has just brought into Wilmington two cargoes aggregating 4,900 tons of copra cake—enough to fill a string of freight cars a mile long—which originated at the Island of Cebu in the Philippines, in addition to 4,100 tons of canned pineapple from Hawaii, for distribution from Los Angeles; 1,600 tons of Chinese merchandise of all kinds, and 500 tons of pig iron from Japan.

The loading of freight cars to maximum capacity is a subject of vital importance to shippers in this community.

Shippers in Southern California will have much to do with the development or retarding the growth of this section, according to an open letter from the railroad committee of the Chamber of Commerce of the United States.

It is pointed out that freight traffic has generally increased so rapidly that it has outgrown the carrying capacity of the railroads, and that the only method of immediate relief is the prompt loading and unloading of freight cars. It is estimated that by loading heavily and handling the freight equipment promptly, 535,000 freight cars will be added to the general supply.

The San Fernando Valley Walnut Growers' Association has under erection a modern walnut packing house at Lankershim. Industrial trackage facilities have been installed with a two-car capacity to serve the new project.

For the convenience of our patrons suggestion is made to station agents at one-man stations that, when occasion demands the absence of the agent from the station, a notice in appropriate form be placed, indicating the hour of return or length of absence from the station.

It is interesting to note that during the year ending August 31, 1920, the members of the California Fruit Growers' Exchange shipped 12,144,964 boxes of oranges, 226,266 boxes of grapefruit and 3,452,534 boxes of lemons, making an aggregate of 15,823,764 boxes, or 34,461 carloads.

The total shipments of citrus fruits from the state were 38,077 carloads of oranges and grapefruit and 8,680 carloads of lemons, making a total of 46,757 carloads.

PASSENGER DEPARTMENT NOTES

September seems to have been vacation month in the general passenger department. Mr. E. C. Thomas, general agent; R. L. Brainard, agent; Misses Sibyl I. Mather and Grace Anstead, information clerks; Miss Mata Rowher, ticket clerk; J. E. Glancy, traveling passenger agent; J. V. Scofield, guide; Geo. E. Brown, solicitor; H. F. Gentry, assistant ticket stock clerk, and Geo. H. Blyth, chief clerk, were all away during the month. Space does not permit mentioning the various places honored by visits from the persons named, but each one reports having had a grand and glorious time and glad to be back in the harness again.

One of the important events during the month was the marriage of Miss Mary Packer to Mr. Dickey, one of our Southern division trainmen, the

wedding having taken place at the Catholic Cathedral at Thirty-fourth and Central avenue, Wednesday morning, September 29th. The sincere congratulations of the passenger department are hereby extended to the happy couple.

Mr. A. B. C. Dickey, ticket clerk, who last month was reported as being in Crocker Street Hospital undergoing an operation, is back on the job again.

Mr. H. O. Marler, general agent, spent a couple of days in Oakland attending the state convention of the American Legion, and reports having had a good time hobnobbing with his former comrades and officers. Mr. Marler was regimental sergeant-major in the Ninety-first Division during the world war.

Considerable overtime was put in during September by employees in the passenger department, compiling travel check statements covering various lines, which information is for use in connection with hearings coming up in the near future.

Evidently Jack Birmingham has received a raise in rent notice as we understand he is soon to leave Pasadena and take up his place of abode in Venice.

PE

VISIT OF ADV. EXPERTS Representatives of Big Eastern Advertising Agency See Beauties of Our System

The passenger department of the Pacific Electric Railway had as its guests last week Messrs. P. V. D. Lockwood, treasurer, and R. E. Keller, railway advertising specialist, of the H. E. Lesan Advertising Agency of New York, who on arrival here were just completing a tour of the Pacific Coast from Vancouver south, collecting data, pictures and other similar necessities for an extensive advertising campaign they will conduct through newspapers and periodicals of the Eastern states for the Union Pacific Railway's California travel promotion.

On arrival in Los Angeles they were taken in charge by local representatives of the Union Pacific, Southern Pacific and Pacific Electric, and shown principal sightseeing points of this country, leaving here last Wednesday for San Diego, and from there will return direct to New York and begin release of copy within the next ten days.

These distinguished representatives of the advertising profession expressed great pleasure in their tour of our lines and the sights afforded them, and were especially complimentary as to the service we render the public, frankly stating that in their judgment it excelled that of any other city they had had the pleasure of visiting.

Undoubtedly their visit and the result of the advertising publicity that will be given Southern California will resolve itself into largely increased travel from the East and Central States to this portion of California during the coming winter and spring.

ENGINEERING DEPARTMENT NOTES

M. L. RODDA, ASSOCIATE EDITOR

After spending three months on an automobile trip starting from his home in Detroit, C. A. Peterson has taken a position in the office, intending to stay in Los Angeles for some time. He had many interesting experiences and very little trouble on the journey; in fact, it was not until striking one of our well paved boulevards near San Bernardino that anything more than a flat tire was encountered and then of course a spring had to break.

Our old friend Bill Allott brought some cigars with his announcement of the advent of an eight and one-half pound boy in his home. John Nixon has refused to grant a permit for the announcement of H. W. McGee's seven and one-half pound daughter until he has also "spelled it with cigars," his stand being that all former employes shall hereafter follow the precedent of Father Allott.

Arthur Solborg of the structural engineers' office is confined to his bed after suffering a nervous breakdown. His condition is reported as better but it will be a matter of several weeks before he can resume even a part of his former duties.

Mr. Hubon and his force in the drafting room have been running the company's light bill up recently. They don't seem to know when to quit. Even Fred has been forsaking Fifth and Broadway and his 9 p. m. date; in fact, they have advertised for lanterns, offering in exchange their beds.

Harry G. Hawley has taken a leave of absence and is looking into the banking situation in the vicinity of Bakersfield, especially, as to their abstract departments. His work as draftsman with this company has brought him in touch with work of this nature.

The valuation bureau has suffered a distinct loss through the resignation of Lee A. Myers, one of its oldest members, in years of service. Through his long association with the department and because of his abilities he has made of himself an almost indispensable part of the bureau, and a friend of all its members. As a slight expression of their appreciation of his friendship he was presented with a fountain pen by his associates.

Not to be outdone by any of her fellow workers in the valuation bureau, Miss Durnerin spent her vacation in New York, Newark and Chicago. Contrary to her expectations she found Chicago had some very pretty districts. She explained her haste in returning from the top of the Singer building to the street as due to the thought of the distance to be traveled in case of an earthquake.

There has been a very marked decrease in the amount of mail coming to the city since A. J. Guercie returned from the East. He had favored us with pamphlets, pictures and literature of all descriptions; in fact, we can now converse on the principal points of interest as though we were natives. He states that the J. P. Morgan offices have not looked the same since the day he left New York.

G. W. Ames of the valuation bureau was offered a commission as captain in the army, which he has accepted, leaving to take up his duties about the last of September. He brought back an enviable record from France, where he served as a captain in the A.E.F. His friends are all pleased with this mark of recognition and reward for efficient service.

F. H. Hansen, formerly with the valuation bureau, paid us a visit recently while on his way from Houston to San Francisco on business for the G.H.&S.A.R.R. He states that he is very well pleased with his work there even though it is rather strenuous and keeps him out on the lines much of the time. He is looking somewhat thinner but says his health is excellent.

Sidney Walsh, Jr., has returned to the field department after a long illness. He was very unfortunate in that after throwing off one illness another followed, which resulted in his being confined to his home a matter of months.

First hand information on the world series ball games will be furnished by S. S. "Jack" Williams upon his return from New York. As usual he will be on hand to cheer the winning team, providing the right one wins.

During the month of September, Miss V. M. Carr, camp nurse, spent several days in San Francisco, attending the convention of the American Public Health Association, which she found very interesting as well as instructive.

Roadmaster Shearn has returned from a study of the life and habits of the inhabitants of San Diego. It is expected that he will bring out many interesting bits of information in his next publication, as to where they go in the morning which causes their repentant return in the evening and their faith in the manana for salvation.

R. H. Savage, foreman on the Western Division, has been acting roadmaster during the vacation of James Shearn.

F. Williamson says it was a pleasure to say "Good-bye, Tennessee," and return to California. Fifteen

years away from his home had made of it quite an ideal, in his mind, but after being away fifteen days he is again satisfied to remain in Los Angeles rolling our portion of the boulevards, so that our friends, the busses, may have a perfect roadbed.

Jay M. Gowanlock returned to the bonding department from the army but formed such a great friendship for some of his officers, supposedly, that he makes frequent trips to San Pedro to pay his respects. The only thing about it that is hard to conceive is, an army officer using pink perfumed stationery.

Wm. H. Douglas, one of the newer members of our family, because of his close application and good work, has been promoted to the position of acting bonding foreman of the Northern District.

D. E. Plank has returned from Pocatello and a business trip i. e., three hours business and seven days' trip. Who was it that complained about the few hours left for work when traveling from Los Angeles to San Bernardino each day?

Even our friend Jim Clark takes a vacation occasionally; in fact, took a real one this year by staying home and resting.

Jack Quinn took advantage of every hour of his vacation and as a reward for his industry the family will soon be living in "the house that Jack built."

C. F. Estes, foreman in the bridge and building department, has just returned from an extended vacation during which he visited his former home in Virginia.

The first monthly instruction meeting of the signal department was held Tuesday, September 28th, at 8 p. m., in the P. E. Club, with about thirty members in attendance. S. R. Florence was unanimously elected chairman and F. B. Patterson secretary. Some very interesting discussions were had regarding insulated rail joints, automatic flagmen, terminals, etc., which demonstrated very conclusively the value of and interest created by such meetings.

L. A. Crooks explained several practices in connection with automatic flagman installation and maintenance which should be followed, and W. F. Cousin outlined work in connection with interlocking plant maintenance.

The meeting adjourned at 9:30 with the announcement that the next meeting would include discussions on interlocking towers, automatic flagmen and the care of motor velocipedes.

Glen O. Day, while winding one of Henry Ford's prides, forgot some of his safety first instructions and as a result the signal department was without his services for a few days. The broken bone in his arm is now mended and his wounded pride slowly recovering.

MECHANICAL DEPARTMENT NOTES

Due to the resignation of Carl Mills from the service, W. M. Brooks, who has been in the mechanical department for a long while, has assumed his desk and will assemble items of interest for the Magazine.

Employees in various branches of the mechanical department service will confer a favor by sending items of interest to Mr. Brooks, who will assemble them and transmit them to the Magazine for publication.

W. F. Parker, who for some time past has been connected with mechanical inspection at Pasadena, and prior to that time with the bath house at Redondo Beach, resigned from the service during the past month and has entered the newspaper field at Pasadena. We are not advised as to what paper he is connected with or his duties thereon. Until recently Mr. Parker was a member of the Club executive committee from the mechanical department and he will be missed by many employees in that division.

Carl Mills, who since 1912 has been employed in the mechanical department in various capacities, including payroll and work order account, resigned since our last issue to enter the construction business for himself.

Carl has, for a number of years, been closely identified with our club work, being treasurer of that organization for several years, and identified with all employees' activities. He has a host of friends who wish him every success and express through us regret at his leaving the big family. The office of his concern will be located in Hollywood.

Mechanical department employees who were Camp guests Saturday and Sunday, September 25th and 26th, are all of one mind and the expression is general that they had a "snortin'" good time. All of them are looking forward to another event of the kind in the coming spring during wild flower time, when the trout are hibernating in the mountain streams near Camp. Undoubtedly the club will be flooded with reservations for the next event.

A great deal of interest is being manifested among the mechanical department employees relative to acquiring homes in Torrance and with reference to the proposed company building fund which, if authorized, will undoubtedly be of immense benefit to those availing themselves of its provisions. The get-a-home movement is becoming popular with mechanical employees.

REDONDO BEACH
MT. LOWE
URBITA SPRINGS

RESORT GLEANINGS

W. A. McCAMMOND, ASSOCIATE EDITOR

REDONDO BEACH NOTES

The past season at Redondo Beach has been the most successful summer that this beach has ever had. The attractions which were put on were numerous and varied and this, together with the extensive advertising campaign which was carried on during the months of June and July throughout the Orange Belt and San Fernando Valley, was in large part responsible for the big crowds which patronized Redondo Beach almost every day in the week.

The winter schedule at the dance pavilion went into effect on the 7th of September. The pavilion now being open Tuesday, Thursday, Saturday and Sunday evenings and Sunday afternoons. The bath house is open every day from 9 a. m. to 6 p. m., and remains open on Tuesday, Thursday and Saturday nights until 9 o'clock.

The band concerts proved so popular during the past season that it has been decided to continue the concerts every Sunday afternoon during October.

On Columbus Day, October 12th, there will be a Carnival Ball held in

the dance hall, commencing at 8 o'clock. There will be free carnival hats, a serpentine battle and a balloon shower. These dances always prove very popular and this one is sure to draw a big crowd.

On Saturday, September 18th, Ted Coombs took a number of Redondo Beach pupils to the big swimming meet at Westlake Park, Los Angeles. Julia Heaton won second place in the 100-yard woman's handicap. Virginia Holbrook came in second in the girls' 50-yard dash, and Goldie Field took second place in the 100-yard dash for high school swimmers. Goldie was outdistanced by Bowers, who won the dash from the Redondo boy by the narrow margin of one foot. There were ten starters in this race and Field was by far the youngest of them all.

After the race Mayor Snyder of Los Angeles patted Goldie on the back and said: "Even if you didn't win the race, youngster, these swimmers here have nothing on you. I'll bet on you any time." The good showing made by these swimmers reflects great credit on Ted Coombs, their instructor.

The Capitol Theatre since its open-

ing last August has been doing a wonderful business and Manager Harry Woods is to be congratulated on the high class pictures which he has presented.

On Saturday, October 30th, there will be a Halloween dance in the pavilion. The decorations will be appropriate for the occasion and there will be souvenirs given away.

PE

URBITA SPRINGS PARK NOTES

The Sunday vaudeville, which proved so popular during the summer, was discontinued after Sunday, September 12th.

The Knights of Columbus will hold a picnic on Columbus Day, October 12th, and the Laundry Owners' National Convention will visit the Park on Tuesday, October 19th, and hold a barbecue picnic, indulging in boating, swimming and dancing.

Urbita Springs Park remains open during every day in the year. The bath house is open daily from 9 a. m. to 10 p. m., and the dance hall is open every Wednesday, Saturday and Sunday evenings and Sunday afternoons.

PE

WINS ARMY COMMISSION

Pacific Electric Railway employees, especially those who have been with the Company for a number of years, are greatly rejoiced at the merited recognition, by the United States Government, of one of their number, Henry W. Edmonds, who has just been appointed Captain of Infantry in the Regular Army and ordered to report for duty with the 32nd Infantry at Camp Kearney.

Mr. Edmonds entered the train service of the Pacific Electric Railway April, 1912, prior thereto had served several years in enlisted service of the Government from 1902-1911, two years of which were in the Philippines.

When the first Officers' Training Camp was opened at the San Francisco Presidio, May-August 1917, Captain Edmonds was one of the attendants at the session and was commissioned as Captain serving overseas with the 362nd Infantry, 91st Division; was promoted to Major for gallantry in action September 29, 1918, while commanding the 2nd Battalion of the 362nd Infantry in attack upon Gesnes. He received his citation from General Pershing for gallantry in action October 10, 1918.

Recently examination for regular line officers was made at Camp Kearney and the result of that examination is the appointment of Major Edmonds, A. E. F. to Captaincy in the Regular Army as before stated, and he has been assigned to the 32nd Infantry, now at Camp Kearney.

News of this recognition is received with a great deal of pleasure by the officers of the Company as well as the rank and file of employees with all of whom the Major is very popular and the gratification is intensified by the fact that every step of his promotion has been well earned and is fully merited.

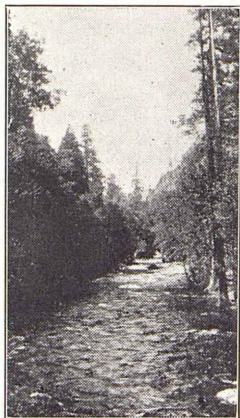
ELECTRICAL DEPARTMENT NOTES

L.H. APPEL, ASSOCIATE EDITOR

TOURING KERN LAKES

An Interesting, Illustrated Story of the Vacation of May and Wooderson, of the Electrical Department

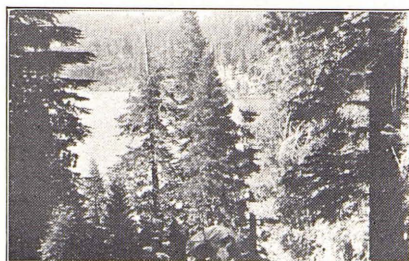
Well, here we are, back again, and two perfectly good vacations all used up, but happy dreams of another trip up Kern River next summer.



We have just completed our annual to the Head Waters of one of the most beautiful streams in California, not only beautiful stream, but the scenery can't be beaten after you get up to the timber line. The pictures will give you some idea of the country we were in. The river

scene is of Big Kern, just below the lake, and the others are of the lake country. Note how close we were to the snow line, about 200 feet above us. There was anywhere from 1 to 15 feet of snow. The pictures were over-exposed on account of sun reflection off of the snow.

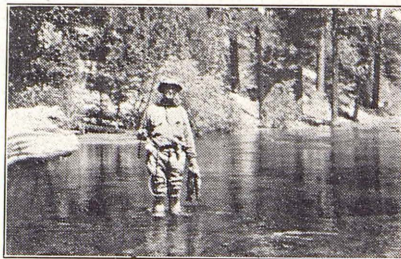
We left Los Angeles at 1:10 P. M. July 6th and landed at Porterville at 9:30 P. M. that night, 187 miles. We drove over the famous Ridge Route, which is a fine piece of boulevard. Every time you get on top of one range you can see the road climb-



ing up one or two more ranges. I am not sure just how many ranges there are for I got seasick going up and coming down. Anyway, Wooderson's old Maxwell was there strong until he piloted it into one of Springville's pet irrigating ditches. I don't know whether it was seeing so much water made Joe sea-sick or the auto wanted a drink,—anyway, we landed in the middle of this miniature river regardless of cause as to our wishes, but we were there just the same and the thermometer registered 106 in the shade and not a darn bit of shade.

Oh joy! just over the hill we heard a snorting sound and a black speck

topped the hill, about one-half mile away, and proved to be a Ford. The driver, naturally, stopped, for it was sure a "rib-tickler" to see that Maxwell standing on its head in the ditch. So we annexed about 20 feet of barbed wire from a farmer's fence and hooked the Ford to our helpless steed, and after some snorting and other strange noise, that can be made only by a Ford and P. E. Operators, we landed top side up on dry land;—gave the man a dollar and he departed

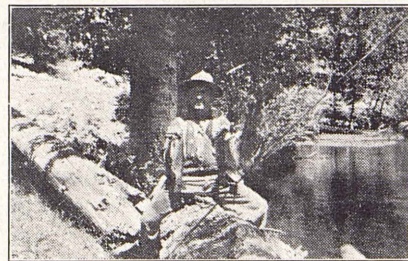


with part of the fence trailing after him. Our watchful waiting had come to an end; though we were wet and muddy, we were exceedingly happy.

Our next stop was at the forks of Tule River. The reason we stopped here was the Maxwell positively refused to go into the water any more. We were headed for Kern River and, of course, had to be on our way so a short session was held on ways and means, so the burrow was elected and we put our pack on his trusty back and headed into the mountains. We made 9 miles of hardest hiking I ever did; steep dusty trail and hot, I guess, yes. Wooderson had me examine the back of his shirt to see if it was on fire. We finally landed at Nelson Camp and had a good rest and one of the best meals I ever ate—real home cooking and all you wanted of it. We kept our feet under the table so long we actually got disgusted with ourselves and sneaked out the back way. Don't misunderstand this retreat for we had to pay as we entered.

The morning of July 8th at 5:10 A. M. we loaded our mountain canary and headed for little Kern River, 18 miles over very steep trail. We raised 2000 feet in 6 miles to an altitude of 8000 feet. We landed at little Kern River at 2:30 P. M. and made camp, and rested until 5 P. M., then we caught our supper of rainbow trout. Sulphur creek empties into the river here and the fish have a yellow color from the effect of sulphur water, and look as though they had been varnished. Fish are very plentiful here and strike at any kind of bait you offer them. They average around 8 inches. One beauty was caught measuring 13 inches.

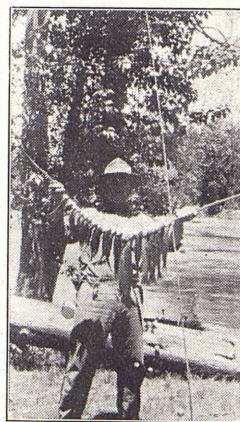
Next morning we forded the river and was on our way to Big Kern which is 12 miles. We made extra good time on this trip, making the 12



miles in 4½ hours. Had good going, mostly through meadows. Here we struck the mosquitos; or rightly, a flock of aeroplanes, for they were the largest mosquitos I ever saw. It was sure some relief to get rid of our latest acquaintances.

We arrived at Big Kern at 11:15 A. M. and made camp. Big Kern is about 100 feet across and runs very swift and at that altitude is fed by numerous streams from the melting snow. If you don't believe it is cold, ask Wooderson—he didn't do a thing but get in up to his neck. We made a good catch in one hour's fishing—caught enough for our dinner and supper, which included some big fish, one over 17 inches long, and a number over 12 inches. We stayed here over night and next morning started for the lakes 6 miles. This trip took us five hours—hard climbing, for the trail is very rocky and steep.

We arrived at 4:40 A. M. and made permanent camp which consisted of a pile of pine needles for a bed and some rocks piled together for a stove. Here our expected trouble began for we had seen quite a number of bear and lion tracks around the lake, and was not surprised when our burrow tried to get in bed with us. They are very scared of a lion and can smell one a long ways, so we humored him by letting him have an upper berth, for we were a long way from the old Maxwell and needed our burrow to do our packing. So we guarded our friend very closely as we did not want to carry that load 49 miles back to the Tule River where the Maxwell balked on account of a narrow gauge bridge composed of a sycamore log.



We stayed at Kern Lake five days and had the finest fishing I ever had — you simply pick out your fish and catch him. They are not wild as they are in the streams, you simply tickle them under the chin and make friends, then offer him a nice juicy grass hopper

and then he gets very much excited and does all kinds of stunts—loop the loop—dives—side steps and finally does the ocean wave, but you haven't yet got him in the net, for you will

have to coax him up to you two or three times before he will let you bag him. We caught four over 20 inches, one 23 inches and one 23½ inches.

We broke camp at the lake Monday about 1:00 P. M. and made Big Kern River that night, and Tuesday made 24 miles back to where we left our trusty machine. Here we struck the hot weather. Back in the mountains we had been sleeping under four blankets and had got used to seeing frost in the morning; but when we drove in to Portersville that night and found the inhabitants sleeping on roofs and even out on the side walks, we concluded it was no place for us. We were told that at 6 P. M. the thermometer stood at 108, so we proceeded south until we found a friendly hay stack to sleep in.

We left Delano next morning and landed home at 4 P. M. making the 187 miles in eleven hours.

The following menu, after the first day, was:

Breakfast: Hot cakes, coffee, butter and syrup.

Dinner: Fried trout, bread, butter, coffee.

Supper: Coffee, bread, butter, trout. Continuous, 10 days.

(Signed) J. W. MAY,

Operator in charge No. 2 Sub—
Pasadena.

PE

NEW SUBSTATION

Actual construction has been started on the new San Bernardino substation which is located adjacent to the present 1200-volt temporary substation on the property bounded by Rialto Avenue, F Street and the Santa Fe Railroad right-of-way, San Bernardino.

At the present time two substations are operated in San Bernardino, one for taking care of the 600-volt local lines, and the other for furnishing the 1200-volt electrical energy.

Upon completion of the new station, the two present substations will be abandoned and removed, and the present equipment of both stations placed in the new station, thus consolidating the 600- and 1200-volt apparatus in a single station.

The substation is to be of the very latest and approved design, built of reinforced concrete and fireproof in every particular, and arranged with a view to simplicity, at the same time, to enable obtaining the fullest operating efficiency possible. This is consistent with the policy to simplify all wiring and installations in order to reduce hazards and maintenance. Particular attention will be paid to all safety-first features.

The building will be approximately 48½' x 86' in size, thus providing ample accommodations for the substation and at the same time providing for the high-tension switching equipment.

San Bernardino will be one of the most important substations on the system, being the main Eastern Division delivery point of the Southern California Edison Company to the Pacific Electric system.

It is expected that the substation will be placed in operation shortly after the first of the year.

PACIFIC ELECTRIC LINES STUDIED BY EUROPEAN ENGINEERS

The subject of steam railway electrification is receiving the most serious consideration and study of practically all of the European countries, and to obtain a first-hand knowledge of the development of electric railway operation in the United States, many of the most distinguished foreign engineers have been sent to this country to make a survey and study of American methods, practices, and developments in railway electrification, including its related phases—hydro-electric engineering and long-distance transmission of electrical energy at high voltage.

During the past several months the lines of this Company have been visited and studied by a number of the most noted engineers of Europe, among the visitors being the French Mission, composed of thirteen of the most qualified technical experts in France. Closely following, a party of English railway experts surveyed the lines and the most recent visitors included a party made up of two of the greatest Belgian engineers, and Maurice Henroid, considered as one of the foremost electrical engineers of France. In addition, engineers from Norway and Holland, Japan, and South Africa have been interested visitors.

In many of the European countries fuel has always been expensive and difficult to obtain, and even before the war, Italy and Switzerland had well matured plans for utilization of their potential water power in the electrical operation of their railroads in order to become independent of foreign coal supply, especially in case of emergency. France before the war imported about thirty-five per cent. of her coal requirements, and during the war lost over half of her coal-producing capacity. However, it has been the war that has fully awakened the European countries to the necessity of fuel conservation and furnished the incentive for practically all of the European countries to vigorously push broad plans for electrification of their railroads in connection with general rehabilitation of their railway systems as a means for conserving their depleted and constantly diminishing fuel resources.

Nearly all of the countries have water power resources that can be developed, and they are now turning to this source.

The United States has led the world in electrical developments, and notably so in hydro-electric, long-distance transmission, and electric railway practice, and it is of interest to note that the French Mission in their report to the French Government have recommended the operation of the proposed electrified lines of France by direct current and closely following the practices of this country. This is contrary to the present general European practice of using high-voltage alternating current for car operation.

L. H. APPEL.

COMMENDATION

O. E. Frazier of the Santa Fe railway, Los Angeles, writes as follows: "On Sunday, August 22, 1920, I made a trip with my family from Watts to Balboa. The day was warm and the car was crowded. But the general good nature and courtesy of the conductor made the trip seem quite pleasant. In fact, his manner towards the passengers made such an impression on me that I feel that I must bring it to your personal attention. I do not know his name, but his number is 1116 (F. G. Topp); he was in charge of car No. 508, which left Watts about 11:14 a. m."

Mr. Hernando D. Wood of Los Angeles speaks with reference to Alpine Tavern in the following complimentary manner:

"I wish to tell you about the nice treatment that was given Mrs. Wood and myself at the Tavern. We have just returned from there and feel that the men in charge deserve to be complimented and praised for the way they treat the guests.

"Mr. Vickry seems never to tire in seeing that each guest gets some attention; also the assistant managers are very cordial in their manners.

"The storekeeper was smiling at the end of the two days' holiday rush, and will say that was going some, after trying to wait on all at one time. The young lady assistant was nice.

"The dining room service was good, the food very nice and well cooked. The waitresses were clean looking and I would be ungallant if I did not say they were good looking.

"We found the housekeeping cabins in good order and was given all the attention that was coming to us.

"We wish you would tell Mr. Vickry and the full force how we appreciated their efforts and how we enjoyed the stay."

Mrs. R. T. Johnson of Long Beach, in complimentary manner, refers to two of our trainmen as follows:

"May I express my sincere appreciation of the perfect courtesy shown us by a conductor on the Willowville line. His number seemed to be 1138. Being lame, I've always preferred the jitney to the street car, but if the politeness of this conductor—and the motorman with him—is characteristic of the service I shall take pleasure in riding on the P. E. cars hereafter."

Vice-President Titcomb refers to a recent caller at his office and compliments rendered in the following words:

"Mrs. Edna H. Chase of New York, living temporarily at 1407 North Alvarado street, called at my office this afternoon and commended highly the service and courtesy of the conductors on the Edendale run, stating that in many years' travel in this country and in Europe, she has never come in contact with men who exceed in this respect the men assigned to these runs.

"She stated all the men are noticeably courteous but she especially commends conductor No. 2232 for his attention to the aged, like herself."

PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

CALENDAR

- Saturday, Oct. 9—**
Agents Association meeting, 8 p. m.
- Monday, Oct. 11—**
P. E. Band rehearsal in Auditorium, 8 p. m.
- Thursday, Oct. 14—**
"Moonlight Dance" in Auditorium, 8:30 p. m.
- Friday, Oct. 15—**
Regular Movie Show in Auditorium, 8 p. m.; General Staff meeting, 10 a. m.
- Saturday, Oct. 16—**
Northern Division Safety Committee meeting, 2 p. m.
- Monday, Oct. 18—**
P. E. Band rehearsal in Auditorium, 8 p. m.
- Tuesday, Oct. 19—**
Transportation Dept. meeting of all divisions at 8 p. m. Refreshments served after meeting.
- Thursday, Oct. 21—**
Regular Club Dance in Auditorium, 8:30 p. m.
- Friday, Oct. 22—**
Regular Movie Show in Auditorium, 8 p. m.
- Monday, Oct. 25—**
P. E. Band rehearsal in Auditorium, 8 p. m.
- Tuesday, Oct. 26—**
Department meeting of all employees of the Signal Division of the Engineering Department, 8 p. m.
- Thursday, Oct. 28—**
"Balloon Shower" Dance in Auditorium, 8:30 p. m.
- Friday, Oct. 29—**
Regular Movie Show in Auditorium, 8 p. m.
- Monday, Nov. 1—**
P. E. Band rehearsal in Auditorium, 8 p. m.
- Wednesday, Nov. 3—**
P. E. Club Executive Committee meeting, 2 p. m.
- Thursday, Nov. 4—**
Serpentine Novelty Jazz Dance in Auditorium, 8:30 p. m.
Southern Division Safety Committee meeting, 2 p. m.
- Friday, Nov. 5—**
P. E. Club Minstrel Show in Auditorium, 8:15 p. m.
Western Division Safety Committee meeting, 2 p. h.
- Monday, Nov. 8—**
P. E. Band rehearsal in Auditorium, 8 p. m.
- Wednesday, Nov. 10—**
P. E. Rod and Gun Club meeting in club rooms, 8:15 p. m.

PE

Jack Valrose, the popular cook at the P. E. Camp this season, is spending a couple of weeks in the city, taking in the sights and incidentally is having Dr. Schultz, the P. E. dentist perform some expert dental work, upon completion of which Mr. Valrose will leave again for the camp, where he will be in charge for the winter, acting in capacity of caretaker.

ROD AND GUN CLUB

Minutes of Meeting Held Wednesday, September 8th, 1920

Meeting called to order at 8:15 p. m., nineteen members being present. The following officers were present: Mort Stuart, L. F. Volkhart, L. R. Spafford and J. M. Geoffert.

The minutes of the previous meeting were read and approved.

Two new names were presented and accepted for membership.

Secretary reported a total membership of 124, and the treasurer reported that on account of his being out of town and being unable to receive or pay out any money, he would have to let his report for the meeting in August stand. Report for last meeting, \$211.45.

Motion was made and carried that we have an oyster stew for the next meeting; and that California oysters be used.

It was suggested that for our meeting in November we arrange to have steamed mussels. Messrs. F. G. Volkhart, J. M. Geopfert, J. E. Wooderson and L. R. Spafford were appointed a committee to secure the mussels.

President Stuart suggested that we organize a trap shooting team to compete with other teams of Southern California, and that when competing with other teams for prizes the Gun Club is to bear the expense of the shells and targets.

Suggested that as many of the members as possible go over to the Vernon Gun Club, Sunday morning, September 19, 1920, to compete for the prizes offered for the trap shooting events.

Motion was made and carried that we purchase an assortment of shells to be sold to the members at cost price, same to be sold at the Pacific Electric Club.

Secretary reported that we were in receipt of the following fish registration cards: Spot fin croaker, weight 3 pounds and 4 ounces, caught by G. A. Garner; yellowfin, weight 2 pounds and 5 ounces, caught by F. G. Volkhart; rainbow trout, length 23½ inches, and fresh water bass, weight 10 pounds and 6 ounces, both caught by J. W. May.

After the business meeting all adjourned to the Auditorium, where two reels of Chester Outing Pictures were shown and orange sherbet and cake were served.

L. F. VOLKHART,
Secretary.

PE

Mrs. Louis Stamm, wife of Louis Stamm, Mechanical Dept., Torrance, is among those who entertained the Movie Show patrons of Oct. 29th, with some most interesting readings. Mrs. Stamm has appeared before many audiences and has always more than pleased them.

BIG MINSTREL SHOW

Club to Give a Hummer on November 5th and 12th

The Big P. E. Club Minstrel Show that is to be given on the nights of Nov. 5th and 12th is to be the biggest amusement feature promoted by the P. E. Club this year.

There will be all the celebrated talent of the P. E. Club in this show, funny songs, heart breaking ballads, side-splitting jokes by the car load, eccentric dances, vaudeville specialties, real stage scenery and a large orchestra that will put lots of "pep" into the catchy melodies.

The following is just a rough outline of what the real program is going to be:

Cast

Mr. Johnson, Interlocutor.....	Mr. Chas. C. Worley
Snowball Cinder.....	Lee Arthur Meyers
Deacon Moonshine.....	J. A. Myers
Whistlin' Rufus.....	Roy Davis
Ivory Dome.....	F. B. Howe
Whitey Crowe.....	E. E. Kramp
Bill Ashes.....	A. R. Ireland
Chick N. Bones.....	C. P. Hill
Bonehead Boner.....	F. L. Ford
Jazzem Upp.....	Ray Volkhart
Seben Leben.....	L. M. Hail
Blackie Mugg.....	Harold Heustis
Bumpus Hardy.....	Charlie Jessup
Babe Roast.....	Frank Spencer
Kidsey Kidder.....	E. V. Brown
Chase Cootie.....	C. B. Worsham
Ruff House.....	S. H. Price
Woozie Coal.....	Jack Birmingham
Bill Ashes.....	Arthur Hater
U. Tellem.....	P. C. Cross
Friday Crewso.....	H. S. Robinson
Rastus Shine.....	Billie Arnold

Oleo

Myers Bros.
(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
After Piece

"Down on the Old Plantation"
By the entire company, with Deacon Jones, Mammie Jinny, Uncle Butts, Old Virginny Quartette, (Snowball Cinder, Kidsey Kidder, Bill Ashes, Whitey Crowe.) Tough Coanes (Ebony Snowball, Rollim Bones, Jazzem Upp, Seben Leben.) Singers, dancers, cotton pickers, pickaninnies, etc.

Musical Program

- Mort Stuart, Director
- Opening Chorus—"Who Discovered Dixie," "Have a Smile for Everyone You Meet," by entire company.

2. "I'd Love to Fall Asleep and Wake up in My Mammy's Arms," by Whitey Crowe
3. "Down The Trail to Home Sweet Home," by Snowball Cinder.
4. Oh! By Jingo....by Seben Leben
5. "Old Fashioned Garden," Chick N. Bones
6. "In Room 202..Deacon Moonshine
7. "When Honey Sings an Old Time Song".....Kidsey Kidder
8. It's Nobody's Business But My OwnChase Cootie
9. On the Miami Shores..Ruff House
10. Dolly Green (The Village Vamp)Ivory Dome
11. In Sweet September..Woozie Coal
12. Swanee FinalBill Ashes

Mr. C. B. Worsham...Stage Manager
 Mr. Charlie P. Hill...Property Man
 Mr. C. A. Newman...Chief Electrician

APPRECIATION

During the past month several employees of the company have contributed to the amusement features of the Movie Shows at the club, and appreciation is hereby expressed for their efforts which were very favorably received by the audience on each occasion.

The following are among those who participated:

Miss Nellie Meyers, daughter of A. J. Meyers, Mechanical Dept., Torrance, in a clever recitation of "Burglar Bill."

George Meek, son of George D. Meek, motorman, Western Division, played two very fine piano solos, (a) Hungary, by C. Koelling, (b) Zacaticas, by G. Codina.

L. L. S. Jerome, conductor, Western Division, entertained again with different songs and imitations.

Miss Farris gave two beautiful classic dances accompanied by Mrs. Reynolds at the piano.

OBITUARY

It is with the deepest regret that we report the sad news of the death of James K. Barnes, employed at L. A. Local Freight Station, who passed away Wednesday, August 25th, after an illness of only a few days.

Mr. Barnes entered the service, June, 1913 and was one of our faithful employees. While it is a loss to the company to lose such a man, the greatest loss falls upon the family and our hearts go out in sympathy for them. Mr. Barnes was a member of the Pacific Electric Employees Mortuary Fund and his wife, Mrs. Mary A. Barnes, is his beneficiary and received \$475 from this fund.

For a long time employees have known Dennis O. Nevins, conductor on the Southern Division, and were surprised at his sudden passing away due to heart failure, at his home on Sunday, Sept. 12th. Mr. Nevins was well liked among his associates and all extend their heartfelt sympathies to his wife and son. Mr. Nevins was employed in November, 1918, and was one of the company's trusted and faithful employees. He was also a member of the Pacific Electric Employees Mortuary Fund and his wife received \$475 as his beneficiary.

THE CLUB "MOVIES" Motion Picture Features at the Club for the Remainder of October Follows

October 15th—"The Copperhead," featuring Lionel Barrymore in a very strong Civil War play as the main feature and contributing to the evening's enjoyment will be Mack Sennett's comedy in "The Star Boarder," featuring Louise Fazenda. Illustrated song, "Old Pal Why Don't You Answer Me?" to be another item of amusement.

October 22nd—Douglas McLean and Doris May's production of "Mary's Ankle," one of the best of recent comedy films with the lead feature, the program being completed with Mack Sennett's comedy, "An international Sneak," featuring Chester Conklin, Billy Armstrong and Ethel Teare and Paramount Magazine pictorial illustrated song, "Forgive Me."

October 29th — "Alarm Clock Andy," with Charles Ray in the lead, will be the cause of much enjoyment for our movie fans on this date. The play contains a strong cast and is a rousing tale of a stuttering salesman.

October 29th—"The Quack Doctor" a Mack Sennett comedy, full of pep and fun, supplemented by Paramount Pictorial Magazine real with illustrated song, "Avalon."

PE

TROLLEYGRAMS FROM NORTHERN DIVISION

By P. H. Riordan

Motorman Dominic has bid in a Watts run.

Motorman Traxler is working his Watts run.

"Pat" Ream, the genial utility man at Alpine, relieved Mr. McNeil at Echo Mountain.

Mr. J. B. McNeil, dispatcher at Echo Mountain, has just returned to work after 12 days' vacation.

Conductor Corely, working Berdoo, is back on the job after an enforced layoff due to an injured leg.

In the future it will be impossible for laying the blame for being late to the conductor on account of slow bells.

Conductor Wallace, formerly working No. 5 Short Line, has bumped Conductor Griffin from No. 26 Oak Knoll.

Conductor L. E. Keene is back in Pasadena after having been stationed at Alpine for a while, relieving Conductor Ream.

Conductors in Pasadena are busy learning how to run the one man cars and the motormen are busy trying to learn the ticket end.

Mr. H. E. Rodenhouse, assistant superintendent of Pasadena, is wearing an extra broad smile lately. Cause: A fine granddaughter about two weeks old.

Pasadena is equipping its local lines with one man safety cars. The Arroyo Seco line has had these cars for nearly two weeks and they are working out very satisfactory.

Mr. R. Fellows, the man who pulls them up at Echo, is enjoying his 12-day vacation. He is entitled to one. The incline has been working very steady for the past year.

Conductor S. E. Collins is pleased to say that his son, who was painfully injured quite a while ago, is able to sit up. He is still in the hospital and it will be some time before he will be able to use his leg again.

Conductor L. E. Wright, conductor on No. 4 Short Line, was painfully injured a few nights ago by an auto truck knocking him from his car while he was about to fix the trolley. He sustained a broken shoulder, arm and ribs. He will be laid up for some time.

H. K. Riordan, who works on the Riverside line, is either clearing up the right-of-way or getting service for his hospital fee. Last Wednesday he got a small pebble in his left eye, and the next day one in his right eye. Both injuries were attended to by the Company doctor at Riverside.

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division trainmen was held at the P. E. Club Rooms on Sept. 21. Meeting was called to order by Chairman P. H. Riordan at 8:15 p. m., with about thirty-five trainmen and Northern Division Staff present.

New Business

By Motorman W. J. Bost: That the interurban stop at Anderson Street, in-bound, be eliminated.

Disposition: This was requested by the Traffic Department, but cannot be eliminated.

By Motorman F. O. Evans: Recommended that the 3rd and 5th Street stops, Covina, be discontinued.

Disposition: Referred to the Traffic Department for investigation and report at next meeting.

By Conductor R. H. Dorman: That the cross-over switch at West Alhambra be set for the cross-over, in order to avoid loss of time by Shorb cars stopping to throw the switch.

Disposition: Mr. Bradley will have this checked up and reported upon at the next meeting.

By Motorman W. J. Bost: That the cabs on the 1000 and 1200 class cars are very greasy and dirty.

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

By Conductor Garrison: That palms paralleling the tracks near the Covina Station are scraping the cars and should be trimmed.

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

By Conductor Garrison: That telephone be installed outside the station at Covina for the benefit of trainmen when the office is closed.

Disposition: Mr. Anderson will be asked to change the telephone from the interior of the station to the exterior.

By Motorman W. J. Bost: That the locks on the doors of 1000 and 1200 class cars are in very bad shape and many of them out of order. On account of locking cars at outside terminals they should be repaired.

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

By Conductor Tieman: That agents at agencies like Alta Loma and Etiwanda be provided with a combination green and white flag, same to be placed on the outside of the station for the benefit of motormen when it is desired that the trains stop for passengers.

Disposition: Discussion brought out the fact that we have a rule indicating the green and white signal in our rule book, but at present it is not being used at any station. This matter will be referred to Mr. F. L. Annable.

By Motorman F. O. Evans: That the circuit breaker at Ramona substation be moved between Campbell Avenue and Ramona Convent. At present it is so located that when a train in-bound stops at Campbell Avenue immediately after starting again has to throw off for the circuit breaker.

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

There being no further business, the meeting adjourned at 9:00 P. M.

C. H. BELT, Secretary.

PE

SAN BERNARDINO

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen, was held at San Bernardino, on above date, Chairman Finley calling the meeting to order at 7:30 P. M. There was an attendance of approximately twenty-five.

The minutes of the previous meeting were read and approved.

Unfinished Business

Holding the Redlands car for the Los Angeles connection, when they have passengers for Palmyrita and Highgrove.

Disposition: This has been taken care of.

That extra steel carbon for headlight be kept on 1200 class cars.

Disposition: This has been taken care of.

Some of the bulletins are missing from the Bulletin Book at Riverside.

Disposition: This has been checked up and taken care of.

That bulletin be issued defining the rights of way for trains operating between the P. E. Station, San Bernardino, and 3rd and D Streets.

Disposition: Bulletin has been issued to cover.

Bulletin to be posted governing regulations for sounding whistles on the Magnolia Avenue Line; also to cover speed restrictions.

Disposition: This has been taken care of.

Passengers for San Francisco frequently miss their trains at Los Angeles, due to failure of trains from Corona and Arlington to make connection at Riverside.

Disposition: This matter has been taken up and when there are passengers for these points, Los Angeles trains should be held.

Considerable delay and inconvenience could be saved if conductors in making their turn-ins would have receipts filled out with amount and date, so that the Receiving Cashier would only have to verify the amount and sign for same.

Disposition: This matter has been taken up and will try to procure some form 429, which will enable them to do this.

That tripper at San Dimas Junction make connection with No. 37 and No. 48.

Disposition: This will be taken care of on our next main line Time-Table.

That telephone be installed at Casa Loma for accommodation of baggage cars.

Disposition: Upon investigation find it would not be practicable to make this change.

Management to take under consideration the providing of pensions for employes.

Disposition: This is still under consideration.

Trainmen's room at Riverside to be kept locked.

Disposition: This has been taken care of and switch lock placed on same. Also, at the next meeting a committee will be appointed to draft such rules as recommended.

That the telephone booth at the Riverside carhouse be relocated.

Disposition: Investigating this proposed change, find it would be necessary to install another phone in the carhouse for the use of the Mechanical Department, and for that reason it would not be practicable to make this change.

That the two telephones at San Bernardino Station be changed, so that the Riverside-Redlands line would be handier for the crews.

Disposition: This change not favorable, for the reason that these conductors have to call out their trains in the Waiting Room and might forget if the telephones were changed to the other side of the station.

Interior screen in men's toilet at San Bernardino either extended or relocated so as to shut off the window.

Disposition: This has been referred to the S. P.

New Business

By Mr. Corl: That the trolley wire be extended at Alarno Siding, on the Riverside Line, so that more cars can be stored at that point; also, extended out on to the main line on account of changing trolleys.

Disposition: Referred to the Electrical Department.

By Mr. Perry, that a sign be put up at 7th and Main Sts., Riverside, showing passengers where to board cars.

Disposition: This matter was taken up with Mr. Jones, of the Traffic Department, who states that the city will not allow such signs to be erected in the streets.

By Mr. Perry, that steps on car 424 are too high and should be lowered.

Disposition: Mr. Rockoff, of the Mechanical Department, stated that it was impossible to lower them on account of sills running the whole length of the car. Matter was referred to the Mechanical Department to see if another step could not be added.

By Mr. Van Fleet, that conductors be allowed to draw more than two pads of N. D. T. tickets, for the reason that there are times when a conductor uses one to two pads on one round trip. Also, the supply is kept at the 7th and Market Street Station, and it is very inconvenient for conductors to leave their cars and go down there for tickets. In addition, this office closes at 7:40 P. M. and the night man has no chance to get a supply after that time.

Disposition: Referred to Mr. Bradley. By Mr. Reynolds, that wig-wag be placed at Harlem Springs and Base Line, on the Highland Line.

Disposition: A three-days check has been made of travel on this line and the matter referred to Mr. Bradley for action.

By Mr. Mettler, that Home and Distance Signals at May Tower need painting. Also, the trees in that vicinity need trimming.

Disposition: Referred to Mr. DeNyse. By Mr. Mettler, that on account of the foggy and wet mornings the track needs sanding between Magnolia Junction and Tyler, on the Corona Line. This matter was taken up some months ago at one of our meetings, but no action has been taken, and it was suggested that we have two or three of our 490-class cars, which operate over that line exclusively, equipped with sanders, which would be a sufficient number of cars to keep the track sanded.

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

By Mr. Mettler, that the telephone at Tibbetts be moved from its present location to the pole which stands about the center of the siding.

Disposition: Referred to the Electrical Department for action.

By Mr. Stearns, that slats on the seats at several of the stations on the Corona Line are missing.

Disposition: Referred to Mr. DeNyse.

By Mr. F. H. Smith, that there are no whistle signs for crossings at California and Nevada Sts., outbound, or at La Quinta, inbound.

Disposition: Referred to Mr. DeNyse.

By Mr. Buckley, that there should be a Trainmen's Room, and lockers, at San Bernardino, the same as at other points.

Disposition: This matter has been up several times before, and has been referred to the proper authorities for action.

By Mr. Buckley, that a telephone be located at the S. P. Station at Redlands, for the use of the Agent, also that the baggage car could get orders from that point, as they do not have time to go to the end of the line.

Disposition: Referred to the Electrical Department.

By Mr. Spillane that a piece of track on the Covina Line, on the inbound track west of Lark Ellen should be attended to, as it is very rough.

Disposition: Referred to the Maintenance of Way Department.

By Mr. Spillane, that a telephone be installed at the west end of Lexington Wash, El Monte, for the use of trainmen when signals are out of order.

Disposition: This was not considered necessary, for the reason that there is

a telephone at El Monte Station and same could be used in case of trouble.

By Mr. Spillane, that seats in the 1200-class cars are getting to be very dirty and should be cleaned.

Disposition: Referred to the Mechanical Department, who state that they are expecting a new vacuum cleaner this month and as soon as same is installed the seats would be looked after.

By Mr. Dalton, that the telephone at Mt. Vernon be moved from the south to the north end to accommodate freight trains.

Disposition: Referred to the Line Department.

There being no further business before the meeting, adjourned at 9:30 p. m. Next meeting will be held in Riverside on Tuesday, October 12th.

F. E. PEACHEY, Secretary.

WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held at 8:15 p. m. on Sept 21, in the Committee Room, Pacific Electric Club, Mr Jenks calling the meeting to order in the absence of Chairman Chase.

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

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

Unfinished Business

That an arrangement be made in conjunction with the Northern and Southern Divisions, also the Los Angeles Railway Company, whereby trainmen could have their uniforms cleaned at regular intervals and at moderate rates.

Disposition: The Secretary read a letter from Mr. Annable to Superintendents, stating that the matter is still under consideration, and we are waiting to hear from the Los Angeles Railway in this regard.

That compulsory stops be established at Sunset Blvd. and Lake Shore, Vermont Ave. on the Hollywood Line and Vermont Ave. on the Santa Monica Blvd. Line.

Disposition: It was not considered feasible to increase the number of compulsory stops on above lines.

That we discontinue use of board signs on the sides of Hollywood and Santa Monica Blvd. cars, and paint both sides of end signs. Hollywood and Santa Monica Blvd. on one side, and Los Angeles and West 16th Street on the other.

Disposition: This matter to be investigated further. It is not expected to do away with these side signs until we can get some certain signs on the side of windows.

New Business

By Mr. Shangle: That section man working on right of way place yellow flags indiscriminately along tracks, that often as trainmen respect these caution signals they can see no real cause for them, and that it interferes with operation of trains to slow up too frequently.

Disposition: Mr White stated that this subject had been up for discussion before, at Safety and other meetings, and as a measure of safety for the protection of track men, it has been decided not to restrict too much the display of these yellow flags.

By Mr. A. F. Wilkins: That there is no extra man to work the single track Burbank-Glendale Line, and thereby afford relief occasionally.

Disposition: Mr. White stated that special effort would be made to remedy this condition.

By Mr. Converse: That owing to faded condition of stop signs, it is hard to tell whether they are yellow or red; and that they should be repainted a good red.

Disposition: This is being done as fast as possible. These signs are being replaced by signs reading "Stop."

By Mr. Converse: That new curtains in city type cars back of motormen are not long enough and this interferes with motorman's view, through reflections from car.

Disposition: Referred to Mechanical Department.

By Mr. Converse: That the double light circuit at Torrance and other points is too confusing in its operation, and that single light circuit should be used.

Disposition: This matter to be taken up with Mr. O. P. Davis.

By Mr. Converse: That the ground switch back of Van Nuys station is stiff, and should be made a spring switch.
Disposition: Referred to Engineering Department to change.

From Suggestion Boxes

By Mr. L. L. S. Jerome: 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: This matter is under investigation.

By Mr. E. A. Welbourn: That on account of the great number of backup 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 Blvd., which would insure slow speed of trolleys over switch and cars could make backup movement over crossover without changing trolley.
Disposition: Referred to Supt. White to report at next meeting.

By Mr. C. R. Johnson: That stop sign on inbound track at Sunset Blvd. and Douglas Street be changed to the same span wire at the one on the outbound track, on account of curve and up grade.
Disposition: Position of above mentioned stop sign authorized by the Board of Public Utilities, and cannot be changed by us.

By Mr. C. R. Johnson: 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: To be taken up with Mr. Anderson.

By Mr. S. G. Masterson: That all Hill Street Station cars be unloaded at 4th and Hill Streets instead of in yards, thus eliminating danger to patrons who cross the tracks.
Disposition: Mr. White stated that passengers want to be discharged at the station, and will complain about missing out on extra half block.

By Mr. O. S. Townsend: That triplex WDT-2 be reversed and bound the original way for convenience and speedy handling by conductors; that Trip Sheet Form 06 be printed on Manila paper as was originally done.
Disposition: Referred to Traffic Department.

By Mr. S. J. Burdge: That an electric light be put in the telephone box at San Fernando.
Disposition: Referred to Mr. Anderson.

By Mr. W. W. Gail: That stop sign be placed at Crescent Jct. on inbound track South Hollywood-Santa Monica Blvd. Line, to facilitate handling of passengers at this point.
Disposition: Referred to Mr. Anderson.

There was a discussion of the Merit and Demerit System of the Pacific Electric Ry. Co., in which Mr. White and Mr. McPherson took part, explaining this feature to trainmen who were not thoroughly familiar with it.
The election of a new chairman took place, the term of the present incumbent having expired at this meeting. On motion by Mr. Converse, seconded by Mr. A. F. Wilkins, Mr. E. G. Brown was unanimously elected to preside as Chairman for the ensuing three months.
There being no further business, the meeting adjourned at 9:30 p. m. to partake of refreshments in the Auditorium.
M. MARKOWITZ, Secretary.

SOUTHERN DIVISION MEETINGS

The regular monthly meeting of the Southern Division trainmen was held at 8:00 p. m. on Sept. 22d in the Pacific Electric Club with Superintendent Davis, Assistant Superintendent Taylor, staff members, and fifteen trainmen present.

In the absence of the Chairman, the Secretary called the meeting to order. Conductor H. U. Emery was elected temporary chairman.

Unfinished Business

Proposed facilities for cleaning and pressing uniforms.
Disposition: Proposition has been referred to Los Angeles Railway officials, that Company being jointly interested in the Uniform Department,

and question held in abeyance until decision is received from that company. Proposed intermediate light between Strawberry Park and Delta.

Disposition: Mr. Davis stated this improvement would be made.
Cleaning controller box, air brake pipes, etc.

Disposition: This will be taken care of when cars are cleaned.
Additional car on train 83.

Disposition: This has been taken care of.

New Business

By Motorman J. B. Murphy: That pay for one-man car operation be raised from 52 and 55 cents to 54 and 57 cents, this higher rate now being paid by the Los Angeles Ry Co.
Disposition: Referred to Mr. Annable for consideration.

By Conductor F. J. Oriva: That a clearance line be established at 9th and Main Streets, to prevent vehicles from crowding too far ahead and interfering with cars turning in to 9th Street.
Disposition: Referred to Maintenance of Way Department to provide, if practical to do so.

That small clips or other device be provided in phone booths to hold train order blanks.
Disposition: Under discussion, it was agreed that any device of this kind would not last 30 days, and therefore not considered practical.

That express truck at Huntington Park is frequently left standing too close to track, endangering passing cars.
Disposition: Mr. Davis will take up with the Express Company.

By Mr. Oriva, that the Company investigate housing conditions as affecting employes, and if possible effect some financing plan whereby homes may be purchased by employes.
Statement was made that the Los Angeles Railway Co. has worked out something for the benefit of their men.

Disposition: Mr. Davis stated that the matter had already been under consideration but nothing definite had been worked out as yet.

There being no further business before the meeting, adjourned at 9:00 p. m.
G. H. GRACE, Secretary

LONG BEACH

The regular monthly meeting of the trainmen with headquarters at Long Beach, was held Sept. 24th, with Assistant Trainmaster Williams and twenty-two men in attendance.

In the absence of Chairman Smith, the Secretary called the meeting to order at 8:00 p. m.

Conductor George Larson was nominated for chairman, and no other nominations being made, was elected by acclamation.

Unfinished Business

Locate telephone outside station, Long Beach.

Disposition: After further investigation, not considered necessary.
Two men on duty at ticket office until 9 p. m. Sundays.

Disposition: This has been taken care of.

Raising gates on front end while loading at terminals and congested points.

Disposition: Still under advisement.

New Business

Recommended that light circuit at temporary bridge, Long Beach-San Pedro line, be discontinued, as the distance involved is only 200 ft. and safety stops are made at both ends.

Mr. Williams stated light circuits necessary after dark and during fogs; present arrangement only temporary.

Disposition: Not considered advisable to discontinue.

By Mr. Carter, that highway crossing at Vista del Mar is now carrying considerable traffic and is becoming dangerous account no crossing sign; standard sign should be installed.

Disposition: Referred to Maintenance of Way Department for required attention.

By Mr. Mulligan, that train 83 should have 10 minutes more time added to schedule, as impossible to make the running time as now scheduled.

Disposition: Referred to Mr. Davis for consideration.

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By Mr. Larson, that the ground throw switch at Ocean and Magnolia Avenues, Long Beach, be changed to chain pull switch, to facilitate operation.

Disposition: Referred to Mr. Davis for consideration.

By Mr. Larson, that trolley catchers on local cars be lowered so can be handled from the ground.

Disposition: Referred to Mechanical Department for attention.

By Mr. Mulligan, that the open end of 1000 class cars be enclosed with drop sash windows, as majority of passengers will not ride in open end under existing conditions, during the rainy season.

Disposition: Referred to Mechanical Department for consideration and proper action.

Attention directed to error in small time table, Long Beach Line, issued by Passenger Department, and which shows train No. 80 as a daily train, whereas this train is not scheduled on Sundays and holidays.

Disposition: Referred to Passenger Department for attention.

Attention again directed to the matter of keeping ticket office at San Pedro open on Sundays and holidays.

This matter up heretofore under Item 23, January meeting.

Disposition: Referred to Mr. Davis for attention.

Recommended that the difficulties now existing in connection with wrong punching of transfers would be practically eliminated if the printing could be in larger type and more space allowed for punch mark; quite difficult to punch accurately limited space when car is moving fast.

Much of the difficulty would be done away with by using transfers with day of month printed in large figures across face of transfer, similar to those used by L. A. Railway.

Disposition: Referred to Passenger Department for consideration.

Recommended that books of 25 6-cent tickets be placed on sale at Long Beach, same as at Los Angeles and Pasadena.

Disposition: Referred to Passenger Department for consideration.

Complaint made that conductors can only secure one block of Special form tickets at one time and these are frequently used up on one round trip, and unable to properly ticket all passengers.

Disposition: Referred to Mr. Davis for action.

Attention called to practice of many ticket clerks to not require purchasers to sign commutation tickets; in many cases clerks sign the tickets for the purchaser; practice particularly bad at office of Los Angeles Shipyard, San Pedro.

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

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

G. H. GRACE, Secretary.

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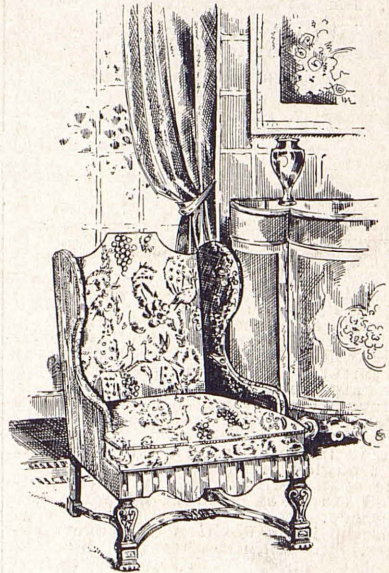
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