



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. APRIL 10, 1921

No. 11

## WOLF GETS REWARD

When a lone bandit boarded a Lamanda Park one-man car, leveled a gun on Frank Wolf, the operator, alone in the car, and ordered him to come through with his money he reckoned without knowledge and due regard for his victim's past training and experience.

For Frank Wolf had faced a gun before, once while a range rider in Arizona and on more than one occasion at Chateau Thierry and the Argonne, as a member of the Rainbow division. Moreover, four years altogether in the army had developed Wolf into no mean man himself with a gun, his discharge showing the rating attained of a sharpshooter.

Today the would-be bandit lies on a hospital cot, recovering from a bullet wound that Wolf inflicted as a result of the encounter.

On March 15th, at a meeting of employes of the Pacific Electric Wolf was made the recipient of a reward of \$250 from the Pacific Electric railway for his daring act. The presentation on behalf of the company was made by A. C. Bradley, superintendent of the northern division of the road. J. C. McPherson, assistant general superintendent, also spoke in praise of the trainman's act.

The attempted holdup occurred on February 18, at the end of the Lamanda Park car line. Residents of the Lamanda Park district raised a purse and presented it to Wolf the following day, and the Kiwanis Club of Pasadena later feted the plucky ex-doughboy by making him a guest of honor at a banquet.

PE

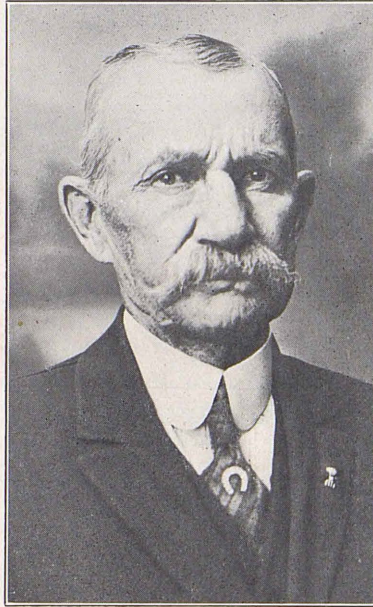
## THIEVES AND SUCH

Last month a man was selling conductors' tickets which did not belong to him. This month he is in jail, serving a straight six months sentence without the alternative of a fine. We hope that everyone knows that this Company is going to protect itself and its employes from thieves and other criminals to the full provision of the law in every case that it is possible.

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## CONGRATULATIONS, CONDUCTOR WALLEY!

Recently a person fraudulently obtained a pad of Pacific Electric tickets and was attempting to sell them. Through the prompt and loyal action of Conductor Manuel Walley, Badge 2334, it was possible to arrest and convict the thief. As a mark of the Company's appreciation of his meritorious service, Mr. Walley now carries a card pass good over the entire system.



GEORGE W. CHURCHILL

Every employe will learn with regret that Special Agent George W. Churchill retired from active service on April 1st. Mr. Churchill has been with this Company since March 1st, 1902, having served us loyally and effectively for nineteen years. During this time he has endeared himself to all of us, not only because of the character of his services but because of his kindness and generosity and sympathy. Because of the gentle manliness of his character we are all proud to be his friends and are the better for having passed now and then within the influence of his character.

Mr. Churchill admits having first seen the light of day in May, 1851, and notwithstanding the fact that this means that he has reached the age of seventy, he insists (and his actions bear him out) that he is still within the spring of youth at heart. But, hard work and the unfortunate circumstances of failing health has made it appear that he should take the rest that he richly deserves, and we assure him that although his familiar face is not seen so frequently as in the past, he will not be forgotten. We feel, George, that you are still one of the "Family" and we wish you every happiness and pleasure and satisfaction that is the just reward of good work faithfully finished.

"Everything's too high," explained the corner tobacconist. "A few years ago we could afford to put out chromos of Ethel Barrymore and Jim Jeffries with a pack of cigarettes. Well they've cut out the pictures now, and how's a kid going to get an education?"—New York Sun.

## HARRIS BILL DEFEATED

Senate Bill 313, known as the Harris Eight-Hour Bill, which limits by its terms platform men on all electric railways in the State of California from working more than 8 hours 20 minutes in one day, with an outside spread of 10 hours, was passed out of Committee on March 23rd and came up on the floor of the Senate on March 30th. It had not been expected that this bill would be recommended by the committee, and, therefore, no action had been taken regarding it. As soon as word was received, notice was put out calling two meetings on Monday, March 28th, at which a very large attendance of trainmen discussed the bill, its effect on the men and the company and a committee was elected to go to Sacramento in our interest to aid, if possible, in defeating the bill. This committee reached Sacramento on the day the bill came up for consideration and was able to correct some wrong impressions which had been very generally circulated through the efforts of the proponents of the bill and to give information to various senators which enabled them to successfully oppose the bill on the floor of the Senate.

The names of the Senators who took up our cause for us are as follows: Allen, Arbuckle, Boggs, Breed, Burnett, Chamberlin, Duncan, Eden, Gates, Hart, Irwin, Johnson, King, Lyon, Nelson, Otis, Purkitt, Rominger, Sample, Shearer and Yonkin.

Upon request of Senator Rominger the privilege of the floor was extended to our Committee, which consisted of the following conductors and motormen of the Pacific Electric Railway:

A. F. Pabst and J. M. Walker of the Northern Division, A. J. Reed and G. R. Goodrich of the Southern Division and E. C. Brown and M. V. Burger of the Western Division.

Senators Lyon, Rominger and Chamberlin made strong speeches against the bill.

At the next Trainmen's Meeting, Tuesday, April 19th, the Committee members will report, giving a detailed account of the trip and what was accomplished. A very large attendance is expected at this meeting.

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A young man seated in a train was suddenly addressed by the woman in the seat behind him:

"Pardon me, sir," she said, "but would you mind assisting me off at the next stop? You see, I am very large, and when I get off I have to go backward, so the conductor thinks I am trying to get aboard and helps me on again. He has done this three times,"

—Ex.

## THROUGH THE CAR WINDOW

Notice to Trammens: Don't get on your train while it is moving slowly, wait until it gets up speed; then make a spectacular play to the grandstand. You may miss the step some day and lose a leg, but what's the odds? You can tell the younger fellows how you used to do it.

One cannot be a little loyal and a little disloyal; loyalty demands the whole man. If you don't think co-operation is necessary, watch what happens to a wagon if one wheel comes off.

We were at Vernon Avenue on the evening of March 9th when Theodore Johnson, of the Mechanical Department, picked up the toe-guard that was lost from the car step and gave it to the watchman. We appreciate it when we see an employe saving the company's property instead of letting it waste.

Over at the Armory, after an hour's drill, the officer said, "When I was a little boy I had a set of wooden soldiers and my Sunday School teacher persuaded me to give them to a poor little boy, but I afterwards wanted them back and cried, and my mother said, 'Don't cry, Johnny, some day you will get your wooden soldiers back.' And, believe me, you lop-sided, mutton-headed, goofus-brained set of certified rolling pins, that day has come."

If it happens that the job you hold places you in an office where you meet the public and the public comes in to see you about the company's business, do not forget that that is why you are there. Remember how you feel when you go into a business house on a matter of business in which the house is engaged and the clerk does not look up to greet you or ask you your errand, but disregards your entrance and continues at work. If you sometimes rent houses and a customer calls, be nice about it. If you sometimes sell or lease land and a prospect wants to get in touch with you, why make yourself hard to reach? You may feel that such a course adds to your distinction, but the would-be customer sets it down to unlines and your employer loses thereby.

Recently we had occasion to ride a good deal with R. R. Stubbs, Badge 3172, who works on the Glendale line. We could not help but notice his courtesy and ability. One of his passengers said that he had been riding with Stubbs for a long time and he considers Stubbs one of the best conductors on the system and further, that he was a credit to the Company. Another passenger said that Stubbs was just the same all the time and played no favorites, but that he went through the same routine with all, treating everybody alike, no matter how well he knew them. And, my personal observations of Conductor Stubbs after hearing these remarks bear out the truth of all of it. Many thanks, Mr. Stubbs.

## PACIFIC ELECTRIC RAILWAY COMPANY Operating Revenues and Expenses, Taxes and Income Accounts February 1921

Passenger Revenues .....	\$ 947,479.31	
Freight and Switching Revenue .....	277,782.13	
Other Revenue .....	56,939.53	
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Total Railway Operating Income.....	\$1,282,200.97	
Total Railway Operating Expenses:	662,833.79	
Other Charges .....	318,012.35	
Transportation for Investment—Credit.....	\$3,605.41	977,240.73
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Revenue Less Operating Expenses.....	\$ 304,960.24	
Depreciation .....	\$ 22,878.26	
Taxes Assignable to Railway Operation.....	56,913.36	
Total Depreciation and Taxes.....		79,269.62
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Revenue Less Operating Expenses, Dep. and Taxes..	\$ 225,690.62	
Non-Operating Revenue .....		10,456.86
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Net Revenue .....	\$ 236,147.48	
Interests on Bonds and Other Debt.....	\$314,982.89	
Rents and Miscellaneous Income Deductions.....	28,620.30	
Total Deductions .....		343,603.19
<hr/>		
Net Loss .....		107,455.71

Los Angeles, California,  
March 31, 1921.

H. A. CULLODEN, Auditor.

## GENERAL FREIGHT DEPARTMENT

Our former associate, Grover C. Foster, well known alike to employes of this company and the shipping interests of the Los Angeles territory, has recently been appointed general freight agent of the Los Angeles Steamship Company. Representing the last word in freight as well as passenger accommodations, the first liners Yale and Harvard of this company, will be placed in service, sometime early in May, between the Port of Los Angeles and San Francisco. These vessels, now undergoing overhauling and re-conditioning in the yards of the Los Angeles Shipbuilding and Dry Dock Company and the Ralph Chandler Company, at a cost of \$500,000 each, will present many new and pleasing features designed for the comfort of the coastwise traveller. Each boat will contain twenty-two cabins de luxe equipped with modern shower baths and finished colors and shades to meet the demands of the most temperamental. Four suites will be specially fitted for the accommodation of "movie" stars, in anticipation of a heavy patronage from the realms of filmdom. Pleasure as well as comfort has been the aim, for those two floating hotels, in addition to the many other attractive features they will contain, will offer for the enjoyment of their guests glass-enclosed dancing verandas of maple spring floors, with orchestras of at least five pieces each to furnish music for the dancers. Set apart from the verandas will be daintily furnished small tea rooms where excellent service will be afforded.

Travelling Freight Agent George H. Payne has not sufficiently recovered from his protracted illness to permit resumption of his duties in the general freight department. Due to heart trouble Mr. Payne was forced to withdraw from business activities, about two

months ago, and is now recuperating at Catalina Island, basking in the warmth and sunshine of that ideal spot. Being one of the company's oldest employes and having a meritorious service record of twenty-five years behind him, his many friends will be glad to learn that he is gradually recovering his former good health. It is earnestly hoped he will soon be able to take his place again among his business associates.

Current reports indicate that General Freight Agent Day is the owner of a prize bull dog having the reputation of holding the neighborhood "Dempsey" championship title. In view of this situation, owners of canines in the Kingsley Drive district are very reluctant to permit their pets to roam the neighborhood unchaperoned.

D. W. Layne, previously employed as rate clerk in the general freight department, has resumed his previous vocation as a station agent. He is now located at Claremont as relief agent. "Slim" is well known to the baseball fans, and we are pleased to report his "batting average" is up around 600 in his new location.

In order to acquire more house space for the needs of his growing family, our genial rate clerk, Fred F. Willey, has recently changed his residence to the Boyle Heights district. Fred reports that as yet he is unable to interpret the entire conversation of his fellow street-car passengers in going to and from his work, but he is doubtless acquiring many useful points from day to day, as his increased tendency to make use of his hands as an auxiliary means of expressing his thoughts during a conversation has been a matter of notice and some comment.

Incident to the vigorous solicitation activities of Travelling Freight Agent S. E. Cooper, it has been observed that

"Ed" has been devoting the greater part of his spare time to familiarizing himself with the traffic ordinances of Los Angeles, as well as the mechanical side of the automobile industry. At the request of one of his "blue coated" friends, "Ed" reports that he recently gave an exhibition of masterful driving around a street "button." We wish him much enjoyment in his new Oldsmobile sedan, but deplore the loss of the involuntary contribution to the city's treasury.

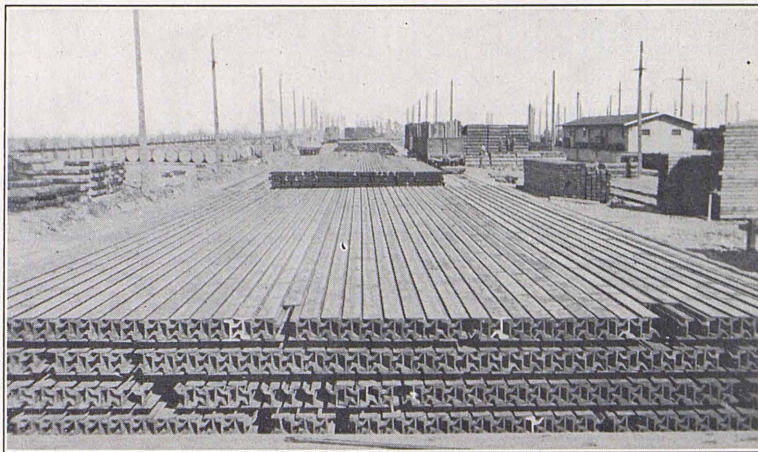
Arrangements are being made for the installation of spur-track facilities to serve a new lumber yard at Sawtelle, which will be known as the Sawtelle Lumber Company.

Our Hollywood freight station, previously located at Cosmo street and Hollywood boulevard, has been moved to its new site at the corner of Santa Monica and La Brea boulevards, at which point trackage facilities have recently been completed to take care of the growing business in that district. From a traffic standpoint Colegrove station will be changed to Hollywood. Property at Cosmo street previously occupied has been sold for commercial purposes and trackage is now being removed to relieve the congestion in that district, which has made necessary the enlarged facilities.

The Mutual Orange Distributors, at Garden Grove, have leased a warehouse formerly occupied by the Garden Grove Feed Company, for the purpose of operating an additional citrus fruit packing house.

A spur track 335 feet in length has recently been finished at 14th street and Daisy avenue, Long Beach, to serve Graham Brothers. Additional trackage of 625 feet on Daisy avenue between 16th and 17th streets has also been completed for service of the Fairchild, Gilmore & Milton Company.

Beginning March 31st the Vaquero line will inaugurate a water service between the port of Los Angeles and Santa Barbara channel ports, by placing in operation the 350-ton motor vessel Vaquero. This line will handle cargo from the port of Los Angeles to Hueneme, Ventura and Santa Barbara, most of which, it is expected, will be transhipped at Los Angeles for the Atlantic seaboard. The establishment of this service has created no small interest among growers and shippers, and co-incident with it comes the announcement from the Hueneme board of Trade of the inauguration of an energetic campaign of publicity that is intended to reach chambers of commerce, banks, merchants, ranchers, and shippers generally in the adjacent territory. Other cities are undertaking similar movements, and the Commercial and Rotary Clubs of Santa Barbara have scheduled a meeting with the Chamber of Commerce of that city for the purpose of discussing harbor and water shipping facilities.



The above is visual proof of the high cost of operating a railway system and is only one of the many factors that, in the accumulation of charges, produces so much red ink in our company ledgers. The view is of a portion of our rail stock in the Stores Department at Torrance; not designed for the extension of any lines, but as renewals upon the system.

#### ACCOUNTING NOTES

Do good unto others. Under the able directions of Miss Bettis, chief of the Comptometer Bureau in the Auditor's office, some twenty-one of the girls went to the Crocker Street Hospital on Tuesday evening for the purpose of entertaining the disabled soldier boys at present located there. The time was spent in singing and entertaining in a general way to relieve the monotony of the indoor life of the boys. The efforts were highly appreciated, and especially so when the girls produced cream and cake, which was eagerly accepted as a longed-for variation from the usual fare of hospital life. From all reports the boys, who fought and bled for their country, were well pleased and are in hopes that there will be a return party soon.

If the reader has idle time to spend, just forget the picture show and go and entertain these boys in some manner in order to make life for them brighter and better.

The young ladies forming the party were: Helen Bettis, Mary Blackburn, Florence Sanders, May Barlow, Miss Sterling, Belva Dale, Adela Symington, Marie McGrath June Fosmer, Sarah LeBlanc, Gladys Johnson, Mary Lacey, Isabel Paradis, Clara Doll, Nellie Scott, Grace Ehlers, Lucy Williams, Margaret Rasdell, Ira May Pinkston, and Lorena Hackenbery. They were assisted in the heavy work by Messrs. Lee Clark, Moyer and McDermitt.

The Accounting Department is planning another baseball team for the coming season, and those who will fight the battles royal, and make time entertaining for the adversary, promise the fans an entertaining Saturday afternoon.

We have an expert on the automobile, whose advice may be deemed desirable, especially if it's a Ford, and not

only a Ford, but a coupe; Mr. Tom McKnight of the Roadway Bureau, is open for negotiations.

Our old-time associate and ball promoter, Mike Levin, absented himself from the office recently without provocation and the comment was: Is Mike sick? No, Mike was not sick; he returned yesterday with a smile that would not wash off, and he brought a box of chocolates for those who do not smoke and cigars for those who do. What was the smile about? A girl of course; yes, a young girl, the youngest girl that Mike has ever seen, and she weighed only six and a half pounds; some midget! We all wish Mike, and his wife, the best of luck and many happy returns of the day.

The vacation list is on its rounds and the boys and girls are working overtime to figure out just when they can go and what they can do when they break loose.

F. H. GILBERT.

PE

#### Touching 'em Up

An English lord who had just arrived from England was talking to an American Boy Scout. "My grandfather was a very great man. One day Queen Victoria touched his shoulder with a sword and made him a lord," he remarked.

"Aw, that's nothin'," the Boy Scout replied. "One day Red Wing, an Indian, touched my grandfather on the head with a tomahawk and made him an angel."—Boys' Life.

PE

J. J. Grant of the freight claim department, has recently returned to his duties, after an absence of some days, due to serious illness. Mr. Grant is now fully recovered we are glad to announce.

# MECHANICAL DEPARTMENT NOTES

## MECHANICAL DEPARTMENT NOTES

Mr. E. O. Straub, Shop Superintendent, has moved into his new home at 1803 Gramercy street, Torrance. The house has been remodeled and up to the minute modern improvements installed.

Ed has a young son of 6 or 7 years, who recently paid a visit to the shop to see "Dad." "Dad" was out, but the boy ran into Traveling Equipment Inspector Bishop. "Where's my dad?" he asked. "Your dad," answered Bis. "Who is he?" "Mr. Straub is my dad." "Let me see, Straub, Straub," replied Bis., searching his memory, "does he work here? What does he do?" "You bet he works here," came the retort promptly, "he walks around the shop and fires the men."

Oscar Leonard of San Pedro used to be on the job every morning before the whistle, but he now owns a Ford. The last time we saw him he was limping into Pedro at 9 a. m. on his rims.

Summer weather is here. It must be. Shorty Young of Pedro is riding the open section of cars.

San Pedro Mechanical men know of more than one way to cook a goose. After the recent heavy rains, the fire engine down there was used to pump out the pits.

Wm. Keinz, heretofore reported married, is now a bachelor. Mrs. Keinz having left for a visit with Billy's parents in the East.

Mr. and Mrs. C. F. Prange of the drafting room spent a week end at Laguna Beach. Carl reported crabs and mussels plentiful and fine eating.

W. H. Gilbert has a number of Eastern relatives visiting him. Sunday he motored them over some of the country we brag about. Long Beach, Seal Beach and intermediate points of interest were visited. Mr. Gilbert, we might state is to be the first mayor of Torrance.

Misses Lola and Madge McElroy spent a week end with a party of nine at Owensmouth.

The sympathy of the Mechanical Department is extended to our fellow-worker, Arthur Romero, whose baby boy, but two weeks old, has been called by the Great Shepherd.

Allan Wright of the Winding Room who has been off sick five weeks, is now on the mend. Hurry up, Allan, we miss that cheery smile of yours.

C. M. Garcia of the Cabinet Shop is on the sick list.



Yes, the Pacific Electric has Fore-Ladies, and the above picture of Mrs. Clara Seccombe, one of our Fore-Ladies at Torrance, was sent in by her admiring subordinates as a compliment to her. Mrs. Seccombe is now taking her first vacation for a long while and is spending it visiting her mother in Pittsburgh, where her friends, in the Mechanical Department, wish her a very pleasant visit with a safe and quick return. No, gentlemen, there are no vacancies in this department. It is almost an Adamless Eden and possibly that is the reason it is so efficient.

Robert Boyd had a hurry call for the doctor the other day. It's a boy, 9 pounds. Doing fine.

F. Wilder and Wm. Cameron, who have been off sick for a long time, are again on the job.

Screens and awnings requested by women employes of the taping room have been installed. They look good generally, but the looking isn't so good for the two gentlemen reported last meeting as observing the scenery from the east end of the yard.

## PASADENA

Carl Lohman, well known as "Happy," our general utility man, has been on the sick list, owing to his frequent visits to the meetings held at the Club, he has been devouring too many doughnuts and drinking too much coffee which did not agree with his constitution. After the last Mechanical Meeting "Happy" exclaimed that he had thirteen cups of coffee and that the only reason he quit drinking was the lack of coffee.

Charles Lain, our safety inspector, has just received a four day leave of absence as he intends to take unto himself a wife. Well, Charlie, good luck to you and we hope all your troubles will be little ones.

Clayton F. Bouck is becoming quite a Marathon runner. He reports that he OK's cars on the run, and we are sure he must get tired running all night.

August Olsen, one of our old reliables, is having some trouble with the relays, and we frequently hear him exclaim, "they bin no good." Ole says he will have to take a trip over to Torrance and instruct them how to adjust a relay.

Dave Johns has just recently taken over the position of journal inspector and he is handling the job like an old-timer. When he is finished inspecting journals he looks for something else to keep him busy. Keep up the good work, Dave.

Joy reigns supreme in the Car-Cleaning Department these days. Mrs. Brandon, our day forelady, and Mrs. Jury, our night forelady, have just received their System passes after a few years of faithful service. All the other employes envy them and they are looking forward to the time when they will receive the same concession. Mrs. Brandon has applied for a pass to go back east and visit the home of her childhood in Pittsburgh, Penn. We all join in wishing her a good time and a safe return.

Our esteemed friend Peter Alig has gone into goat farming extensively, and according to the latest reports, if his goats keep on accumulating he intends purchasing a milking machine.

Mr. Bob King, our crack air inspector, moved his residence to the aristocratic neighborhood of Hollywood some time ago. We are of the opinion that there must be some attraction other than it being a beautiful locality. We have a hunch that Bob figures on taking a step into the holy bonds of matrimony.

PE

## COIL TAPING DEPARTMENT

Mrs. Smith has moved into her new home on east side of Torrance. We wish her much good luck and prosperity.

Mrs. Mol has resigned and Mrs. Anna Cole takes her place.

Miss O'Brien has taken a position as dancing instructor. Poor Jo! No wonder she limps.

Cecil is still looking for white lamp-black. Has anyone some eyes to lend him?

Moneta girls are some sprinters. We are glad to acknowledge it. We always watch them with pleasure and look for more.

Mrs. Wilson, alias Billy, is on her annual vacation. Have a good time, Billy.

Mrs. Lee is wearing her usual sunny smile.

The mountains called a number of our winderettes last Sunday. All had a wonderful time, especially when it was rumored they were P. E. girls.

A large blonde Irishman, who frequents the gallery, came in sudden contact the other day with the live end of a 12-inch plank. The results were all that could be expected.

Mrs. Florence Butcher entertained a number of friends at her home last Wednesday night. A most enjoyable time was had by all.

#### "GOING SOME"

Louis W. Breslaw of the Mechanical Department, recently decided to take a vacation. He has many friends, both in and out of his department who wished him a pleasant journey, a most satisfying visit to his old haunts, and a safe return.

From a letter recently received from him, his journey was not uneventful and his description of one incident would be a prize winner in the Saturday Evening Post, and a thriller for the "movies." It is so rarely good we are going to print it for the enjoyment of our readers "as is."

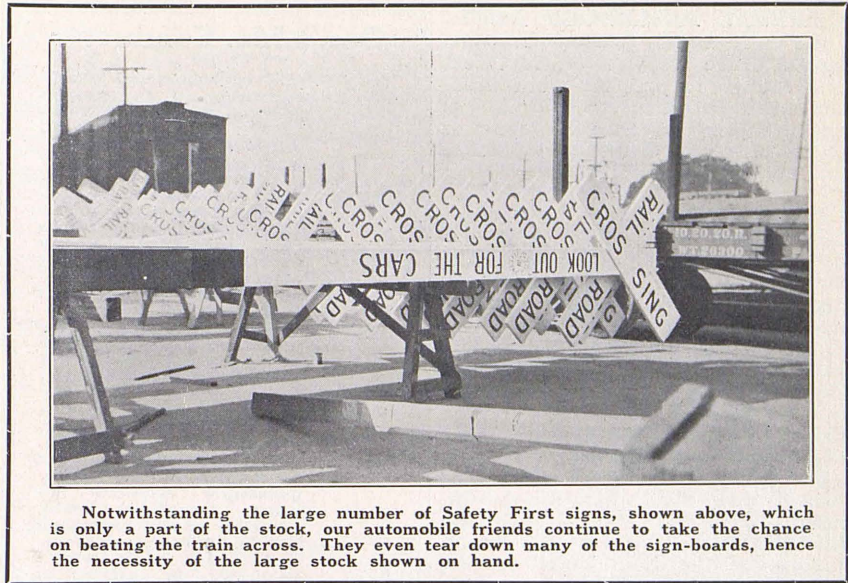
New York, N. Y. March 21, 1912

My dear Mr. Worley:—

I have not forgotten my promise to you, that I would write. I am in New York now, and enjoying the best of health, hoping you are the same. There is nothing unusual about this big city, just the daily bustle and commotion, and I don't think it will interest you so I will proceed with a little incident that occurred to me on my trip East.

Before I commence I want to remind you that my vocabulary is rather limited, therefore I am making this narration somewhat jerky and awkward, but I hope you will excuse it.

We had traveled as far as Kingman, Arizona, and there is where my troubles commenced. The train stopped and the porter announced that we had a half hour for sight-seeing, which was just exactly what I wanted. I got off the train and went on an exploration of the little one-horse town. I was suddenly attracted by a bunch of filthy Indians with long black straight hair and ugly painted faces. I immediately became interested and wanted to know all about them. You could not tell them apart, so alike were they in their make-up. I wanted to know which were male or female and I was told the males had blue dots or pimples on their chins. The more I looked at them the more interest they aroused in me. I think I had spent about twenty-five minutes amongst them, when I concluded I had better go back to my train, so leisurely strolling I got back to the station, but Heavens, the train, was gone! For a minute I was speechless with amazement. What could I do? I inquired, maybe this was another station? But no, the clerk at the office told me the train had just gone, I looked in the direction of the train and sure enough I could still see the smoke or steam of the departing train. The clerk advised telegraphing,



Notwithstanding the large number of Safety First signs, shown above, which is only a part of the stock, our automobile friends continue to take the chance on beating the train across. They even tear down many of the sign-boards, hence the necessity of the large stock shown on hand.

if I remembered the number of the car and sleeping berth; fortunately I did. Yes they missed the man on the Chicago train number 10, car 1558 F, berth number 5. You will have to wait for the train at 9:30 the clerk informed me. But how could I? I had all my belongings in that missed train I even did not have my hat with me. I was in a fine pickle. An idea entered my head. If I could only hire somebody to motor me over to the station that the train is liable to stop at. The first man I encountered was a tough looking bird in a little roadster. I told him all about my misfortune and asked him how much he would charge me for a lift to the next station which was Louise. "Yes," he said, "I will take you for ten bucks." I almost consented. "And what if I don't get the train there?" I asked. "Well," he savagely answered, "That will be your hard luck." Just then I saw another fellow going by in a Ford car. I hailed him and told him my story. "Jump in," was all he said, and then the fun began. Believe me there never was such rough riding before. From now on I take off my hat to any Ford machine. It certainly stood a lot of abuse. Every bump and jump it gave, made my heart jump in my month. I was just beginning to thank my lucky stars for sending me a man like that for he certainly was a good driver. But I almost changed my mind, for he suddenly put his right arm round to my hip and held me tight. Now I am going to be robbed and cast on this dreary desolation, my first thought, as the place we were passing looked almost uninhabited. Nothing but mountains and mountains and some more hilly surface. My heart nearly stopped for fright. But suddenly I felt myself flung high in the air I didn't know how or where I landed, but when I opened my eyes I was still with my benefactor going God knows how fast. By that time we had passed something like stations called Barry, Walapal, Antalas, but no train. "Well," said my driver "if at Hackberry we don't find that train then I give up, because I have to be at

my job; though I am sure the train will be there as she stops for water at that station." As we were nearing Hackberry I saw a train and I almost fell out of the car for joy, thinking it was my train. To my disappointment it was the train coming from Chicago. Imagine my mortification. The little machine was still going as fast as she could. When we finally got to the mentioned station my heart bounded, for there was my train. I asked my kind God-send what I owed and he said nothing. Of course that was impossible, so I jammed a bill and my card in his pocket and started running for that train the remainder of the way as the mud and weeds made it impossible for the machine to go any farther. While running I heard the good driver call after me, "Good luck to you mister," and at the same time I heard the people at the train calling to me to hurry as they were waiting for me. I was about one hundred feet away from the train and there again I was disappointed as the ground sort of rose and was paved which made it impossible for me to creep or crawl up. I became desperate and gave one bound and landed right on the top of the paved slab. Too exhausted to listen to the different people in the train who were congratulating me on my good fortune, I went to my berth. Later I learned that I was fortunate indeed, as the region I lost my train in was known for hold-ups and robberies. I did not forget to consult my watch and map and found to my amazement that we had covered in all five stations or thirty-eight miles in 59 minutes. This is my little experience, if you can call it that.

I have tried my best to make it as interesting as possible. I leave it all to your imagination, and hope you will publish it in our monthly issue, so that my other friends may read it.

Hoping to see you soon. I am as ever,

Yours sincerely,  
LOUIS W. BRESLAW,  
60 E. 105 St.  
New York, N. Y.

## GENERAL PASSENGER DEPT.

Mr. O. A. Smith, General Passenger Agent, broke away from his work long enough to join the trout-fishermen on April 1st. At the time of going to press we have no report as to his luck, but have no doubt but that he will "go the limit."

Miss Sybil I. Mather, Miss Grace Anstead and Miss Hazel Raymond, three of our efficient Information Bureau girls had the pleasure of attending a get-together gathering of a number of men and women who have charge of the various information bureaus in Los Angeles, which was held Thursday evening, March 31st, in behalf of the "Greater Southern California, Straight Ahead, movement. The object of the meeting was to get acquainted with each other and through cooperation between the different bureaus be able to give first hand information concerning points of interest of the Southland. A nice compliment was paid the good service given at our Information Bureau, statement being made by a number of those present that they were glad to meet the parties in charge of the Pacific Electric Information Bureau, the one bureau in town where they knew they could get accurate information.

The friends of Miss Julia Bell, who was formerly at our Main Street Station Information Bureau, are glad to see her up and around again after a siege of sickness of almost a month.

Mr. Arthur Marquardt, Cash Receiver, Main Street Station, took unto himself a wife on March 5th. Congratulations from the ticket office force, Art.

As this is the beginning of the picnic season, all employees should deem it their duty to tell their friends and acquaintances of the numerous picturesque spots which can be reached via the lines of our company. Ask them to call or write for information.

Arrangements are now being made for joint ticketing arrangement with the company operating Idyllwild Camp in the San Jacinto Mountains, not far from Riverside. Situated as it is among the pines and lofty peaks it has been named the "Yosemite of the South." Folders describing its beauties may be secured upon request.

PE

## ELECTRICAL DEPARTMENT

The regular monthly department meeting was held at the Pacific Electric Club on March 21. Fifty members being present.

Matters pertaining to the operation of the substations and handling high-lines were discussed, and talks of general interest were given by a number of the employees.

An announcement was made by Mr. Kennedy of the Entertainment Committee relative to the next regular meeting to be held April 18, which is to be called a Booster Meeting. Some thing different is promised and every employee of the Electric Department who can possibly do so should attend.

## Don't Mr. Conductor

- DON'T** fail to read and study carefully all paragraphs in each section of BULLETIN P. D. No. 459-E, "General Instructions to Passenger Conductors," as various matters which you are absolutely required to understand, are thoroughly explained in this Bulletin. Bulletin P. D. No. 459-E is contained in your tariff file and should be referred to frequently.
- DON'T** forget that the better understanding you have of these instructions, the fewer mistakes you will make.
- DON'T** fail to have in your possession, while on duty, supply of card receipts (form P-34), which must be issued in case where passenger requests receipt for fare paid, whether or not such fare is paid under protest, and in all cases where passenger is entitled to or liable to make application for refund. See Section 8, page 5, Bulletin P. D. 459-E.
- DON'T** fail to notice that on new issue of triplex tickets, the use of pink stripe on face of coupons has been discontinued.
- DON'T** refuse to honor triplex or exchange checks having pink stripe thereon, as these tickets will also be in use until present supply is exhausted.

## ROAST DUCK FOR THE SOUTHERN DIVISION LINE CREW

A typical example of a case of trouble which originated on the Dominguez-Long Beach high-line between Vista del Mar and Willowville at 4:17 A. M., March 19.

On patrolling the line and investigating, it was found that two wires of the rear bus had been burned in two, and on the ground beneath the break two wild ducks were found badly burned.

The conclusions reached as to the cause of the burndown were that a flock of wild ducks in their journey came in too close contact of the lines, resulting in a dead short and further resulting in two roast ducks.

PE

## TIME TABLE CHANGES

### Sierra Madre Line

Effective March 10, 1921, new timetable No. 38 became effective on the Sierra Madre Line, which set train No. 406 ahead 10 minutes out of Mt. Wilson Trail.

### Hawthorne Line

On account of change in working hours of Standard Oil Co., employees a few changes were necessary in our Hawthorne timetable, effective Friday, April 1, 1921. Timetable No. 13 was put in effect on that date.

### Point Fermin—La Rambla Line

Timetable No. 1 on this line was put into effect at 4:00 A. M. Monday, April 4, 1921. This provides for a 15 minute service between San Pedro and Point Fermin and 30 minute service between San Pedro and La Rambla.

## HE SAYS A GOOD WORD

We are in receipt of the following:  
"Los Angeles, Cal.,  
March 1st, 1921.

Pacific Electric Ry. Co.,  
Los Angeles, Cal.

Gentlemen:

Recently I witnessed an act of courtesy on the part of one of your employees which will interest you.

I saw a car stop and a cripple alight, assisted by the conductor. This conductor not only helped him to the ground but went with him to the sidewalk on account of danger from autos. The thing was done so nicely and so nappily that I noted smiles of approval on the faces of the passengers.

Permit me to say that you need this young man in your business.

He is a total stranger to me.

Boys, the eyes of the public are upon you.

PE

## ENGINEERING NOTES

Earl VanDusen is back on the tennis court again after nursing a broken elbow for some weeks.

We are pleased to see that Mr. Spencer has completely recovered from a severe case of tonsilitis.

During the past week, Les Wood has been the recipient of a telegram announcing the death of his brother, Arch Wood, in Texas. Arch Wood and another internal revenue officer were shot to death while raiding a ranch near the border. The heart felt sympathy of the entire department is extended to Les Wood.

PE

## There Was a Reason

"Why do you turn out for every road hog that comes along?" said the missus rather crossly. "The right of way is ours, isn't it?"

"Oh, undoubtedly!" answered he, calmly. "As for our turning out, the reason is plainly suggested in this epitaph which appeared in a newspaper recently:

"Here lies the body of William Jay, Who died maintaining his right of way;

He was right, dead right, as he sped along,

But he's just as dead as if he'd been wrong."—Boston Transcript.

PE

## Information

"I should like to go to New York," said the weary and subdued traveler.

"Are you asking for information," said the young woman at the desk, "or are you merely telling your troubles?"—Washington Star.

PE

## Imagination

"Do you remember when you were first struck by my beauty?"

"Yes, dearest. It was at the masked ball."—Sun Dial.

PE

## Jailed Toot Sweet

"What's the charge, officer?"

"Fragrancy, your honor. He's been drinking perfume."—Pelican.

# PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



## P. E. CLUB CALENDAR

April 10th to May 10th

**Monday, April 11th—**

Pacific Electric Band rehearsal, 8:00 P. M.

**Wednesday, April 13th—**

Pacific Electric Rod and Gun Club meeting in Club quarters—8:00 p. m.

**Thursday, April 14th—**

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

**Friday, April 15th—**

(1) Regular Movie Show in Auditorium, 8:00 p. m.

(2) General Staff Meeting in Assembly Hall, 10:00 a. m.

(3) Northern Division Safety Committee Meeting in Assembly Hall, 2:00 p. m.

**Monday, April 18th—**

(1) Pacific Electric Band rehearsal, 8:00 p. m.

(2) Electrical Department Meeting for all employees of the Electrical Department, at 8:00 p. m. Refreshments after meeting.

**Tuesday, April 19th—**

Transportation Department Meeting, of all Divisions for all employees of the Transportation Department at 8:00 p. m. Refreshments served after the meeting.

**Thursday, April 21st—**

Moonlight Dance in Auditorium, at 8:30 p. m.

**Friday, April 22nd—**

Regular Movie Show in Auditorium, at 8:00 p. m.

**Monday, April 25th—**

Pacific Electric Band Rehearsal, 8 p. m.

**Tuesday, April 26th—**

(1) Signal Division Meeting of the Engineering Department, for all employees of the Signal Department, at 8:00 p. m. Refreshments served after the meeting.

(2) Bonding Division Meeting of the Engineering Department, for all employees of the Bonding Department, at 8:00 p. m. Refreshments served after the meeting.

**Thursday, April 28th —**

Pacific Electric Band Mardi Gras and Carnival Benefit Ball, at Venice Dance Pavilion, Venice, at 8:00 p. m. to 11:30 p. m. No dance at Club this day.

**Friday, April 29th—**

Regular Movie Show in Auditorium, 8:00 p. m.

**Monday, May 2nd—**

Pacific Electric Band rehearsal, 8:00 p. m.

**Tuesday, May 3rd—**

Mechanical Department Meeting for all employees of the Mechanical Department, at 8:00 p. m. Refreshments served after the meeting.

**Wednesday, May 4th—**

Pacific Electric Club Executive Committee Meeting in Assembly Hall, at 2:00 p. m.

**Thursday, May 5th—**

Moonlight Dance in Auditorium, 8:30 p. m.

**Friday, May 6th—**

(1) Regular Movie Show in Auditorium, at 8:00 p. m.

(2) Southern Division Safety Committee Meeting in Assembly Hall, 2 p. m.

**Monday, May 8th—**

Pacific Electric Band rehearsal, at 8:00 p. m.

**Wednesday, May 10th —**

(1) Western Division Safety Committee Meeting in Assembly Hall, 2:00 p. m.

(2) Pacific Electric Rod and Gun Club Meeting in Club quarters, at 8:00 p. m.

PE

## PACIFIC ELECTRIC BAND'S GRAND BENEFIT MARDI GRA AND CARNIVAL BALL

The Pacific Electric's famous Band is giving its annual Benefit Mardi Gras and Carnival Ball at Venice Dancing Pavilion, Venice, on Thursday evening, April 28th at 8:00 P. M. There will be extra equipment added to the regular trains, if necessary to take care of all employees and their dependents to and from Venice.

Low Lewis's Orchestra and the P. E. Band will alternate in furnishing music for the dances. Lucky spot dances, with prizes to be given away during the evening also serpentine and carnival hats will be supplied to all. Tickets will be \$1.00 per couple and will be on sale in all departments and at the Venice Dancing Pavilion on the night of the Ball. You will have a fine time if you go, and also help the Band to purchase some very necessary equipment that it may keep its place as the prize Industrial Band of Southern California. Let's all go and make it a big success, and enjoy the ride and the evening at the beach. Transportation is an additional courtesy granted to the employes by the Pacific Electric Railway, and will not be charged against your regular monthly transportation allowance. Make application through the regular channels that you may not be disappointed in going.

This Mardi Gras and Carnival Ball is not exclusively for employees, but all your friends are invited. (We want to see you and the 'bunch.' Bring them all with you and don't miss this opportunity to fox-trot to music played by the 35-piece Band, with lots of pep and jaz,

REMEMBER the TIME, the PLACE, and don't forget the GIRL. THURSDAY EVENING—April 28th—VENICE.

## APRIL "MOVIE" PROGRAM

Following is list of motion picture events scheduled for the club during the coming month:

**April 15—Main Feature: Wallace Reid in "What's Your Hurry?"**

Paramount Magazine Topics—"Lounge Lizards of the Jungle," "Three Minutes of Wit and Wisdom," A Felix Cartoon.

Paramount Post Nature—"The Ascent of the Matterhorn."

Illustrated Song—"Make Believe."

**April 22—Main Feature: Bryant Washburn in "Burglar Proof."**

Every time he spent a dime, he spent an hour in mourning.

The girls all called him the 'human safety vault.' You had to use dynamite to get a dollar out of him. But one night in the Lyric Temple of Jazzopation, he met a vision who shook a wicked hoof in the name of art.

Now he's one of the best "prospects" a gold-digger ever struck.

A ticklesome tale of a tight-wad that love loosened up.

Fatty Arbuckle Comedy, "The Rough House."

Paramount Burton Holmes Travel Picture, "Beautiful Bruges."

Illustrated Song—"There's a Little Tin Soldier."

**April 29—Engagement Extraordinary —"Heliotrope."**

A gift of flowers from her husband! and their perfume froze her soul.

For now she knew that "Heliotrope Harry" was free. Out of prison to save his daughter's happiness. Out to wreak vengeance on this inhuman, black-mailing mother!

Yet he never lifted a hand against her. His victory was far more terrible—far more noble—than that!

A theme as big as the heart of the world. A story as soul-gripping as "Humoresque." As "Humoresque" showed to the world the heart of a mother, so "Heliotrope" stands as 'he greatest story of father-love ever filmed.

Paramount Magazine Topics—"The Movie Lure," "No Account News," cartoon, "Booby Bumps and His Dogs."

Illustrated Song—"Dream of Me."

Doors open at 7 o'clock. Come early and be sure and get a seat.

PE

## PACIFIC ELECTRIC CAMP NOTES

Mr. Chas. C. Worley, Superintendent of the P. E. Camp, just returned from a trip to the Pacific Electric Vacation Camp, and reports that the severe Winter did only small damage to the bridge and the camp grounds on account of the heavy rains.

The weather, even now, in the Camp is just like summer, and from present indications it may be possible that the Camp will be opened June 1st for the regular summer vacations. To those who have never been to this camp, or to those who anticipate going this year, wish to advise that reservations can be made beginning May 1st at the Club.

The Hard-time Costume Ball given at the Club on Thursday evening, March 3rd, was one of the most successful affairs held, for the number who costumed, also the great variety of characters represented. The crowd was kept in continued laughter all evening by the members doing all kinds of comical tricks.

Very suitable prizes were awarded to the ladies, Miss Queenie Hillson and Miss Agatha Ve Rider, also to the gentlemen, Mr. Harry Drummond and Mr. Jack Reagan, by the judges, Miss Mol, Mrs. Hanselman, Miss Glidden, Mr. Covell and Mr. Offinger.

Old fashioned apple cider, wild cherry punch and vanilla wafers were served during the evening.

The Aeroplane Souvenir Ball, given on Thursday evening, March 10th, was a distinct novelty, for our Club dances, in which real miniature aeroplanes were given away as souvenirs to all who attended, and the Auditorium between dances looked like a regular flying circus, for little aeroplanes performed all the tricks of the most up-to-date machines, and were taken home and no doubt many of them will be kept as souvenirs in the remembrance of the good time that was had on this night.

The Military Ball, on Thursday evening, March 24th, was given in honor of the first Separate Company of the California National Guard consisting entirely of Pacific Electric employees. The Hall was artistically decorated with American flags and the Company's large service flag, and with the many military uniformed men, brought back remembrance of the days not so very long ago.

The officers in uniform who were present were; Colonel E. E. Kirke, Captains Belt, McPherson and Thompson; Lieutenants Harris, Nichols and Jessup. Mrs. Thompson, wife of Captain Thompson, who has a very beautiful soprano voice, sang a delightful solo, entitled, "In the Garden of My Heart," responding with a very pleasing encore, also playing her own accompaniment.

Wild cherry punch and wafers were served during the evening, and the dance was a big success.

#### SOUTHERN DIVISION NOTES

By F. J. Oriva

We are glad to see Assistant Superintendent S. E. Wilson, of Western Division, around after a serious sickness. The boys of the Southern Division wish him a speedy recovery.

Because he had never missed a birth anniversary without a cake made especially for the celebration, Dispatcher T. C. Holyoke grew quite mournful in the Pacific Hospital, when confronted with the probability that there would be no cake this year. Holyoke was taken to the hospital several days ago, and was convalescing when the anniversary arrived. His friends learned that he was lamenting over a cakeless

birthday. They supplied a cake with 32 candles. The birthday party was held on the porch of the hospital, following consent of Holyoke's physician, Dr. Weber. Holyoke today was back on his cot filled with cake satisfaction. The boys wish him a speedy recovery.

Ex-Trainmaster H. Packer is now working passenger run. He bumped Conductor H. Gray off Run No. 37. Gray in return bumped C. White off Run No. 112. White then bumped Peduin off Run No. 41.

Trainmaster Cox is on a two weeks vacation at the beaches spending most of his time catching fish, or trying to.

Motorman R. M. Oliver is sure showing the boys what seniority is for.

Conductor F. J. Oriva was visiting friends at Santa Ana, and while in the Court House saw our Money Receiver at 6th and Main, Mr. A. Marquardt, getting a marriage license. The boys wish him good luck.

Motorman K. J. Bordelon has rented a house under viaduct where he can raise chickens without them being run over by cars. Safety first.

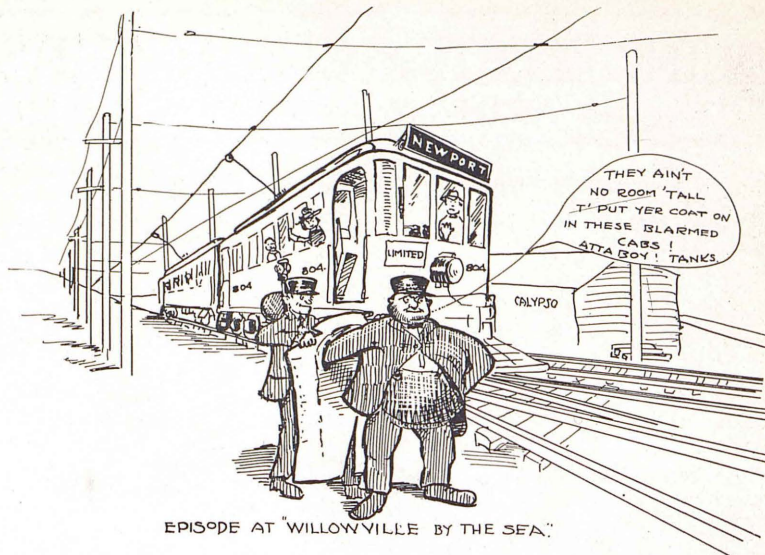
Boys! Don't forget the Southern Division leads in coasting and the other divisions are trying to beat us. Don't let them do it.

The Mortuary Fund is the highest it has ever been. Keep up the good work. Try to make it a 100%. For information see F. J. Oriva or Foreman McCulley.

Conductor T. R. Kavanaugh is a proud father of a baby boy weighing 8 pounds. He did pass the cigars.

Dispatcher C. V. Smith had his tonsils removed recently and is getting along very nicely.

Conductor W. Wilkinson has resigned to go on his 640 acres at Modesto, Calif.



EPISODE AT "WILLOWVILLE BY THE SEA."

#### NORTHERN TROLLEYGRAMS

By P. H. Riordan

Motorman W. H. Pohlman who has been on the sick list for quite a long time, is glad to be getting around again. He expects to be back on the job again before long.

Motorman Gilbert Reid, of Oak Knoll run, No. 25, is back to work after a severe sickness of some duration. At one time it looked as though the run would go up for bid. You can't kill a good man off.

Jim Barnard left his Oak Knoll run for a couple of days to take a week-end trip.

Conductor H. K. Riordan is proudly informing everyone that he has a baby girl at his house. She is three weeks old.

Conductor G. M. Quimby hurries away each night as soon as his work is done. Reason? A bouncing big baby boy at his house.

Motorman W. A. Schwartz has bid in for No. 41.

Motorman J. Neumanic has bid in Glendora run No. 48.

Conductor H. M. Mosher has bid in run 42.

Conductor G. Foster has risen from the extra list and has got run 19 on the last bids.

Conductor W. J. Hunt has bid in Oak Knoll run 25.

Conductor R. L. Cresse is back again in Pasadena, he having bid in one-man run 359.

Conductor C. G. Homan is limping around with the aid of a cane. Homan had the misfortune of colliding with an auto driven by a woman the other day. Better let them have the right of way Homan.



Motorman George Keckstein is away on his vacation. Have a good time George.

Conductor L. G. Blake is enjoying his vacation now. Conductor F. P. Wheeler is also on his vacation.

### TROLLEYGRAMS OF WESTERN DIVISION

By E. C. Brown .

Subjects of importance to all trainmen will be discussed at our next get-together meeting, April 19th, at 8 P. M. Boys be there.

The trainmen take this means to express their pleasure in knowing that the health of General Superintendent, F. L. Annable and Assistant Superintendent, Steve Wilson is so far improved that they are able to be among us again.

Conductor Iverson of Ocean Park is the proud father of an 8-pound baby girl, born March 21st. Mother and baby are doing fine.

Conductor Sprague was given a hearty welcome on returning to Ocean Park after being on the Glendale list.

The boys at Sherman are well pleased at the remodeling of their quarters.

Let your wants be known at our next get-together meeting, April 19, 8 P. M.

E. C. Brown will appreciate it very much if the trainmen will mail him at Hill St. Station all items of interest, so some may be published in our Magazine. Thank you.

Conductor D. R. Butler, of Sherman is now taking single track examinations. That's fine. Fall in line, boys, you'll like it.

Trainmen will be glad to know that Mot. Fitzpatrick and Waldren, of Sherman, who have been sick, are much better now and expected to be out soon.

Glad, also, to hear that Conductor Toenjes, of Glendale, who was badly hurt awhile ago in a fall, is back on the job again.

The challenge of Conductor Einert, of Sherman, to box four rounds with any man on the P. E. system, has not yet been accepted. Step up, boys, don't be bashful.

A number of trainmen of Sherman enjoyed a fine evening at a surprise birthday party given to Mrs. Masterson, wife of Mot. Masterson, by Conductor Speak and Mrs. Speak.

Mot. A. E. Brown, of Hill street Station, is back on the job after his vacation, and telling about the big fish he caught. SOME fish, SOME story.

Expect to break all attendance records at our next get-together meeting. Be sure to be there and meet our new chairman, Conductor Berger, of Ocean Park.

Boys of the Western Division, don't fail to try out that new billiard table just installed in the P. E. Club. It's a beauty.

### REDONDO BEACH NEWS

On Thursday night, March 17th, the Dance Pavilion was packed to capacity. The occasion was a barn dance in honor of St. Patrick. The dancers appeared in every kind of comical and grotesque costumes and amongst the hay, which was scattered over the floor, they entered into the spirit of the occasion in dancing the old-fashioned as well as the up-to-date popular dances. As a special feature, exhibition dances were given by Miss Eleanor Putman and Emeline and John Chalfont. Souvenir, balloon showers, etc., added to the evening's enjoyment.

Redondo Beach was en fete on Easter, Sunday, March 27th, when classical music from the best composers was presented, afternoon and evening by an augmented concert band under the direction of E. E. Miller. In addition the Oratorio Sextette appeared in sextette, quartet and solo singing and rendered good accounts of themselves. The solo singing of Miss McWilliams in "Hosanna," and Ewart Williams in the "Holy City" being exceptionally fine. The band stand was artistically decorated with palms, lilies and evergreens and a cross composed of the choicest of Easter lilies was a suitable background. There was a large and appreciative audience at both concerts. The big plunge cafe came in for its share of patronage and the dance pavilion did a capacity business. The weather was perfect and the waterfront was alive with animation.

On Wednesday night, March 23rd, the Redondo Beach swimmers showed some speed at the L. A. A. C. Paul Nelson won the 440-yard junior national breast stroke championship in 7 minutes 13½ seconds. Clyde Swensen won the Southern California diving championship. Thelma Darby secured first place in the 100-yard handicap for women with Bobby Middlemas second, in the second heat, and in the 100-yard handicap for men Goldie Field won the first heat. All these contestants secured their training in our plunge.

The Redondo Beach Post No. 184 of the American Legion held its first Carnival and Mardi Gras on Saturday and Sunday, April 2nd and 3rd. There were several special booths erected along El Paseo and these, in addition to the other concessions, did a land office business. Saturday's program was devoted to pool, biliards and bowling tournaments. Dual water polo game, competitive vaudeville, swimming, Queen contest and crowning

ceremony, dancing, winding up with a fireworks display from the Municipal Pier.

Sunday's program started out with a Spanish barbecue put on by Jose Romero—famous barbecuer—and all afternoon and evening the Legion boys had a glorious time entertaining their various visitors from other districts. Plunge parties and dancing parties were the order of the day and everyone had a good time. The band concert attracted a large audience and Miss Barlow's singing was much appreciated.

### ALPINE TAVERN NOTES

The smiling countenance of Ralph Mather, formerly Chef at the Metro Studios in Hollywood, is now seen behind the range at Ye Alpine Tavern.

May Smith, the competent and smiling charge de affairs of the dining room, has enlarged her scope and is now a graduate guide over the trails on a foggy day.

Chief Engineer, Jack Sheridan, took a week's vacation during the month, and his efficient understudy, John Furlan, was in charge of the boilers during his absence.

William Leeming, conductor of the pony train, reports a marked increase in travel over March of last year.

Mr. C. H. Burnett, manager Real Estate, Tax & Resort Department, and Mrs. Burnett were guests at the Tavern over the Easter holiday.

The Easter Sunrise service held on Mt. Lowe on Easter Sunday, March 27th, was attended by the largest crowd on record. Dr. Herbert Booth Smith, Pastor Immanuel Presbyterian Church, presided, and also delivered the sermon. Mrs. Martha S. Holton read "God of the Open Air," the well known poem by van Dyke, and Mr. A. C. Marshall, well known soloist gave a wonderful rendition of "Messiah Victorious." The choral part of the service was taken care of by Mr. John Smallman and a chorus of selected voices from the Los Angeles Oratorio Society. The service all through was a very impressive one, and the congregation listened with rapt attention, not only to the sermon but to the various numbers on the program. The morning was perfect and the sun rose in all his glory just as the Chorus were singing the anthem, "Behold the Sun!"

### AT GARDNER JCT.

He climbed on top a Vineyard car  
And gaily grasped the pole and wire;  
He ought to thank his lucky star  
The voltage wasn't any higher.

P. S.

There was juice enough  
To "treat him rough."

—"Jazz."

Mr. Melville is with us again in the Valuation Bureau, after living in San Diego for three months, he tells us that Los Angeles is the only place to live outside of Louisville, Ky.

# Transportation Department Meetings

## SOUTHERN DIVISION MEETING

The regular monthly meeting of the Trainmen of the Southern Division was held on March 15th at the Pacific Electric Club, with 48 trainmen in attendance.

In addition, there were present: Superintendent Davis, Assistant Superintendent Taylor, Trainmaster Ward, Assistant Trainmaster Whiteside, Terminal Foreman McCulley, General Foreman Green, Mechanical Department, Roadmaster Radcliffe and Traveling Passenger Agent Patton.

Before going into executive session, all divisions assembled in the committee room, where Superintendent A. C. Bradley, on behalf of the Company, presented Motorman Frank Wolff with a voucher for \$250.00 in recognition of his valor in shooting and capturing a bandit who had attempted to hold him up at the end of a line at an outlying point.

The regular order of business was then taken up, Chairman Read calling to order at 8:30 P. M.

The minutes of the previous meeting were approved.

### Unfinished Business

Provide overhead on crossover, Artesia.

Disposition: This work has been done.

Provide a deeper shade over intermediate light between Delta and Strawberry Park.

Disposition: This has been attended to.

Install "1000 Feet to Junction" board north of Dolanco, San Pedro-Gardena line.

Disposition: This has been done.

Install "1000 Feet to Junction" board south of Ocean Avenue, San Pedro-Gardena line.

Disposition: This has been done.

Complaint that certain men are assigned to trippers and short runs all the time, while others get a short run about once a week.

Disposition: Mr. McCulley reported that all men are given the same consideration in assignment of runs when qualified for same. There are a number of tripper runs that must be worked and it falls to the extra men to work them and each man is required to take his share of this work.

There are a number of men with seniority to hold regular runs, but prefer the extra board and then do not want to go out of town, nor nights, nor trippers, but expect a day run all the time, which is a condition which cannot be met.

He suggested that trainmen, when OK'd for main line work, should study up on single track rules and take the examination, that if qualified they would be available for all runs open which would allow them more opportunities for a choice.

### New Business

By Mr. C. E. Elliott: That some arrangement be made to make motorman's cab waterproof during rainy season.

Disposition: Referred to Mechanical Department for attention.

By Mr. Elliott: That much stock is running at large on right of way on Huntington Beach cut-off and there is constant danger of striking them.

Disposition: Referred to Engineering Department for attention.

By Mr. Elliott: That less profanity be used when talking over dispatcher's phones as it is sometimes heard by persons not intended for.

Disposition: Mr. Davis stated the point was well taken and trainmen and others must not indulge in profanity over the wire.

By Mr. Elliott: That the breaker be relocated on the beet dump of the Southern California Sugar Company's plant at New Delhi as it is difficult to handle cars on the dump in its present location as the breaker now requires power to be thrown off at the steepest part of the dump and it is hard to again feed up without damage to equipment.

Disposition: Referred to Electrical Department for attention.

By Mr. H. D. Swanger: That rule requiring rear fenders to be raised, on Point Firmin line, be abolished, particularly during rainy weather, as trainmen get very wet raising and lowering it on every trip.

Disposition: Mr. Davis stated that when cars are operated with the rear fenders down, the fender sweeps the street when rounding curves, and pedestrians and drivers of vehicles not expecting this are liable to injury; under these conditions, the rule must be strictly observed at all times.

Complaint made that fenders are piled indiscriminately under viaduct, Los Angeles street yard, and trainmen fall over them walking through yard at night; suggested they be stored away from localities used by employes as thoroughfares.

Disposition: Referred to Mechanical Department for attention.

Complaint that there is insufficient heat in trainmen's room, Los Angeles street yard.

Disposition: Mr. Davis stated that he would have this condition remedied.

By H. R. Blake: That a separate seniority list be provided for freight motormen, as motormen with sufficient seniority bid in day freight runs during beet season and go back to passenger work when season closes or day runs are taken off.

Disposition: Mr. Davis stated he could see no good reason for making two lists; seniority should govern as to choice of runs, and freight motormen had the same privilege to bump passenger men if their seniority would permit. It worked fairly for all.

By Mr. Blake: That permission be granted one of the motormen to try out an attachable back for motorman's seat on 1601 class locomotives.

Disposition: Mr. Davis said he would see what could be done in the matter.

By Mr. Wolff: That a light be provided in train register booth at Wilmington Road.

Disposition: Referred to Electrical Department for attention.

By Mr. Wolff: That an extra trolley rope be carried in equipment boxes to save delays.

Mr. Green stated it would be an impossibility to keep an extra rope on each car as no one would take the time to report when the extra rope was used.

Disposition: Not considered practical nor necessary.

By Mr. A. L. Read: That there was much delay at San Pedro due to shortage of jumpers when making up trains.

Mr. Green stated this condition could only be remedied by trainmen exercising proper care in handling equipment. It is common practice for cars to be coupled with jumper hanging down and many cases of damaged jumpers result. The last four months was the worst in all his experience, more jumpers being damaged and sent in for repairs than the shop force could take care of, an average of six a day being sent in to Torrance.

The situation cannot be remedied unless jumpers are put in equipment boxes when leaving cars, so that each car will have its jumper.

Disposition: Chairman Read stated all should cooperate with Mechanical Department to remedy conditions as much for their own convenience as for the good of the service.

By Mr. O. T. Estes: That at East Long Beach, the lumber company have piled lath about four feet from rail and higher than a box car. The practice is dangerous and should be stopped. Impossible to give and receive signals under this condition.

Disposition: Mr. Davis stated he would take up with the lumber company; and if proper clearance is not maintained, do not switch.

By Mr. F. J. Clendenning: That Los Angeles Foundry Co. persists in piling material too close to track, impairing standard clearance.

Disposition: Mr. Davis will take up

with the Foundry people.

By Mr. H. T. Bennett: That student instructors should make it a particular point in their work of instructing new men, to impress upon them the necessity of locking switch locks with the key hole facing up; many times when trains have to take sidings, considerable delay results in open switch, due to lock being upside down and therefore very difficult to unlock.

Disposition: Will be referred to train service instructors for attention and compliance.

Attention called to absence of station sign at Bolsa Chica, on Newport line; some uncertainty liable to result in case of train order being given to single track between crossover at that point and the next crossover.

Disposition: Referred to Engineering Department to provide standard station sign.

Communication was read from Vice-President Titcomb, addressed to the several chairmen of the various Pacific Electric employes associations, thanking the employes for valued assistance rendered in connection with the King Tax Bill which was finally passed by the Legislature with the provisions exempting electric railways from any tax increase.

Mr. Davis congratulated the trainmen on their efforts in connection with this bill, and announced he was authorized to deny any rumors involving reductions in wages.

The organization then proceeded to the election of Chairman to serve for the next three months.

Mr. A. L. Read, the present incumbent, was placed in nomination; and no other nominations being made, the Secretary called for a vote, Mr. Read being reelected unanimously by acclamation.

In a few words, the Chairman thanked the organization for their support and asked that everyone present cooperate with him and all concerned in building up a greater attendance at the monthly meetings.

There being no further business before the meeting, adjourned at 9:45 P. M.

G. H. GRACE, Secretary.

## WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division trainmen was held at 8:15 P. M. on March 15th in the Committee Room, Pacific Electric Club, Mr. E. C. Brown calling the meeting to order in the absence of Chairman L. L. Pierce.

The attendance numbered fifty-five trainmen, in addition to Superintendent White and staff, and Mr. Clancy, Representative of Traffic Department.

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

All divisions assembled in the Committee Room of the Club, where Superintendent Bradley presented Conductor F. Wolff with a check for \$250, a reward given him by the Pacific Electric Railway Company for meritorious performance of duty in wounding and capturing a highwayman who attempted to rob him of his fare collections.

### New Business

Mr. R. Alfring: That headlights be dimmed between Hill Street Station and Gardner Junction via Hollywood, and Hill Street Station and Seward Street via Santa Monica Boulevard.

Disposition: Superintendent stated that it was not necessary to make any change.

By Mr. I. E. Black: That all cars be equipped with springs for the purpose of holding overhead ventilation windows.

Disposition: Referred to Mechanical Department.

By Mr. J. M. Hockmuth: That Hill Street yard is not properly looked after. On rainy days the yard is very muddy, and it is impossible for conductors to change trolleys without picking up a lot of mud on their shoes and trousers, also soiling the cars. On other days the yard is oily and trainmen have a difficult time in keeping their uniforms clean. Suggested that this condition be remedied.

Disposition: Referred to Maintenance of Way Department.

By Mr. L. E. H. Jackson: That the clock at Ocean Park by which train-

men set their watches is placed on a post in the carhouse where it is jarred by moving trains, and is out of order most of the time. Suggested that clock be placed in Trainmen's Room or where it will not be jarred as at present.

Disposition: This matter will be investigated and a more satisfactory location selected for this clock. Referred to General Superintendent's Office to place requisition for repairs.

By Mr. J. C. Anderson: That clock at Sherman is out of order and needs repairing.

Disposition: Referred to General Superintendent's Office to place requisition for repairs.

By Mr. A. Charbonneau: That inbound stop at Douglass and Sunset Boulevard, Hollywood Line, be moved to same location as outbound stop. On account of grade it is hard for interurban cars to get started after coming to a stop, and it is necessary to use limit switch.

Disposition: Mr. White stated that this stop was established for safety purposes at request of Board of Public Utilities and cannot be changed.

By Mr. O. Rose: That hat check holders be put on window frames the same as on railroad passenger cars, instead of on seats, as they are easily knocked off by passengers when sitting down in the inside section seats, and in open section passengers' clothes are liable to get tangled in the device.

Disposition: Referred to Mechanical Department.

By Mr. F. B. Owen: That a daily car report sheet be kept at points such as Gardner, Sherman, etc., for the use of trainmen, on which they could record defects on cars they are operating.

Disposition: Superintendent will arrange with Mechanical Department.

By Mr. A. Charbonneau: That Run No. 112, Van Nuys Line, be given more time on Sundays on account of having to load Sunday papers.

Disposition: This will be taken care of.

By Mr. O. Rose: That Run No. 9 Venice Short Line, be given an extra five minutes to take care of the heavy travel and numerous stops.

Disposition: Superintendent's Office will look into this.

By Mr. J. M. Hockmuth: That Runs Nos. 96 and 101, Hollywood-Venice Line, be changed by giving Run No. 96 one more trip and taking one trip off No. 101. This would make both runs more desirable to trainmen, and would not interfere with the service.

Disposition: This adjustment will be made.

By Mr. T. Vick: Inquired what was being done about building the Trainmen's Room at Ocean Park.

Disposition: Mr. White stated that owing to financial conditions existing all over the country at present time, necessary appropriation cannot be secured for this building. This matter will be taken up later on, and work order will then be authorized.

By Mr. E. L. Converse: That we have a yard motor at Torrance which is operated by Mexicans, employes of Store Department, who create hazard of accident by their incompetence in operating a motor. Suggested that regular motorman be given this work which is sufficient to keep a man occupied all day.

Disposition: Referred to Store Department.

By Mr. W. G. Perry: That we arrange to issue transfers to passengers from Sherman to Los Angeles and in that way collect their entire fare at one time, and prevent any attempts to beat the Company out of fares.

Disposition: Mr. Clancy stated that our tariffs will not permit this.

By Mr. H. J. Delmer: That Run No. 2, Venice Short Line, carries a heavy load in the morning, and in addition has to stop for the Venice High School students from Ocean Park and Venice, which overcrowds the cars, also making it easier for some of the students to evade paying their fares. There is a High School Special following Run No. 2 within five to ten minutes; suggested that this Special train carry all High School passengers, allowing No. 2 to pass them up.

Disposition: This matter was taken

up with the school authorities. It seems that it is necessary for some of the teachers and pupils to arrive at the school a little earlier than others and they ride on No. 2.

The question of the method of handling bids on runs was again brought before the meeting, by Mr. White. He stated that the Northern Division trainmen had approved a plan of entering their bids in books at the terminals, instead of mailing them individually to the Superintendent's Office, from which they could be bulletined each week. The subject was opened for discussion, and Mr. White asked if there was any dissatisfaction with the way the bids are now handled by the Western Division.

Disposition: The trainmen present unanimously expressed their satisfaction with the present method of bidding on runs and desire to continue with same.

Election of a new chairman took place, the term of the present incumbent having expired at this meeting. Mr. M. V. Burger was unanimously elected to preside as Chairman for the coming three months.

Mr. E. C. Brown made suggestion that sub-Chairman be appointed, one from each terminal, to assist in creating a bigger attendance and to help bring before the meetings suggestions, complaints, etc. The following were appointed by Mr. Burger: H. J. Delmer, Ocean Park; E. C. Brown, Hill Street; S. G. Masterson, Sherman; W. O. Toenjas, Los Angeles Street yard.

Secretary read a letter received from Mr. Titcomb thanking employes for their assistance in connection with the King Tax Bill, which in its final passage was altered so as not to increase the rate of taxation of electric railway lines over that in effect for the past two years.

There being no further business, the meeting was adjourned at 10:00 P. M. M. MARKOWITZ, Secretary.

#### NORTHERN DIVISION MEETING

All divisions met in the Western Division Assembly Room at 8:10 P. M. on March 15th. Mr. Bradley presented Motorman Frank Wolfe, of Pasadena, a voucher for \$250.00, reward for capturing a bandit who tried to hold him up at the end of the Lamanda Park Line. Mr. Wolf thanked the Pacific Electric Railway Officials for the reward and demonstrated how he captured his man, which proved very interesting to all.

The regular meeting was called to order at 8:30 P. M. by Chairman McDaniel, with the Northern Division staff present; also Mr. J. Briggs of the Mechanical Department, Mr. Clark of the Electrical Department and Mr. Birmingham of the Traffic Department.

All unfinished business from the last meeting was reported upon by Mr. Bradley. The question of method of bidding on runs was again brought up and after some discussion it was decided by the trainmen present that the present system of using the book for placing their bids on runs was proving very satisfactory, and recommended that it be adopted permanently.

#### New Business

The following communications from Conductor T. H. Miles were read:

Suggested that door knobs be placed on the end doors of the 1000 Class Cars instead of using the square keys. Caused delays in opening the door when trolley jumps off on account of the key hole being worn. That there would be no danger of passengers passing from one car to the other as the fenders would prevent it.

Disposition: After some discussion it was decided to refer the matter to Mr. Small to repair the key hole so that the keys would work easily or place knobs on them.

That landing be placed on both sides of the track between Covina and San Bernardino and the public taught to board the cars on the right side, and conductors keep the left doors closed. This to eliminate stopping for passengers who want to go in the opposite direction.

Disposition: This question was discussed at length and it was decided to take it under advisement and report

at the next meeting.

Noticed that a number of times when picking cars up at San Bernardino that the oil burns out of the lanterns before reaching Los Angeles and that the globes are smoked up.

Disposition: Referred to Mechanical Department to correct.

Suggested that the staple on locks on doors of staff boxes, freight stations, and light boxes be made longer as it was hard to get the new Adlake locks in them and caused delays.

Disposition: After some discussion this was referred to the Engineering Department.

By Motorman Lee: Suggested that a wig wag be installed at Fremont Street and Huntington Drive.

Disposition: This was brought up at Safety Committee meeting and orders issued to make a check on the travel at that point, and if warranted, one would be installed.

By Conductor Snedaker: Suggested that one end of the 170 class car be used for smoker at all times on account of short trips and ladies complaining of the smoke in the car at end of trips.

Disposition: After discussion it was decided that present arrangement was all right.

By Conductor Snedaker: Suggested that when a new time table is made for the San Bernardino line that the Pomona-Clearmont trains be made first class on account of delays to them by being second class.

Disposition: After some discussion Mr. Bradley stated that this would be considered when the new time table was made.

By Conductor T. H. Miles: That on the 1200 class cars quite a number of the hands in different parts of the car do not set correct on the dial, causing Conductors to ring up the wrong fare.

Disposition: Referred to the Mechanical Department for correction.

By Motorman B. D. Fuller: That the seats on the 1200 class cars turn hard on account of being gummed up and not oiled enough.

Disposition: Referred to Mechanical Department for correction.

By Motorman Farris: Suggested that the seats on the one-man cars be changed as they were uncomfortable.

Disposition: This question has been up before and the situation on other lines and divisions has been canvassed and considerable difference of opinion prevailed. The question will be studied for a final solution.

By Motorman P. H. Riordan: That the freight pulling out of State Street Yards about 7:55 a. m. be instructed to wait five minutes longer or leave five minutes earlier and avoid delaying the Short Line due there at that time.

Disposition: Freight Conductors will be lined up and instructed to consult their time table before pulling out on main line and avoid delaying passenger trains if possible.

By Conductor R. H. Dorman: Suggested that a light be placed in the booth at Hygia.

Disposition: Mr. Anderson will be requested to install a light.

By Conductor G. H. Ream: Suggested that Altadena tickets be stamped not good east of Lake on Mendocino account of passengers complaining, as they want to ride all the way to Altadena on them.

Disposition: Referred to Mr. Birmingham of the Traffic Department.

By Motorman P. H. Riordan: Suggested that joint on inside rail at Elcazer Curve, inbound, be moved one way or the other, as there was a low place right at this point and it would be easier to keep this up if the joint was moved.

Disposition: Referred to Engineering Department.

By Conductor Goddard: Suggested that the rule of collecting fares from rear end of the car first when leaving Los Angeles be changed on account of passengers boarding along the street while the conductor is in the middle of the car collecting fares and at times drop off before conductor gets back to get their fare.

Disposition: After discussion it was stated that the matter would be taken up and see if an exception could not be made to cover this.

By Conductor Riddell (communication read): Suggested that a telephone be installed outside of depot at Uplands account of Packing House being off the main line, and when doing work for them, which is daily, conductors cannot keep check on main line trains, and we could get in touch with dispatcher, as the agent leaves before we get our work done.

Disposition: It was stated that an extension would be recommended.

By Conductor F. J. Gray (communication): Called attention to the inconvenience freight crews are put to at Uplands on account of no yard limits at this point. There is considerable switching to do at this point and must be done under the protection of a flag, which causes considerable delay.

Disposition: It was decided that it was not desirable to create yard limits at every point where considerable switching was done.

By Conductor G. H. Ream: Suggested that the grab handle just inside of the door of one-man cars be changed on account of passengers catching their fingers under it.

Disposition: Referred to Mr. H. E. Rodenhouse for action.

A letter from the Vice President addressed to the Chairman of the Employees Committees was read, thanking them for their work in connection with the recent tax increase bill.

Meeting thereupon adjourned.

H. L. WIGGAM, Secretary.

#### EASTERN LINES

The regular monthly meeting of the Northern Division Eastern Lines trainmen was held at San Bernardino, March 8, at 10:00 a. m. and 7:30 p. m. Chairman P. S. Corl calling to order at the evening meeting.

The minutes of the previous meeting were read and approved.

#### Unfinished Business

That two stations on the Corona line have names that are very similar, and they should be changed to avoid confusion.

Disposition: On account of Taylor not being a time point and there are never meets given at this point by the Dispatcher it was decided that the change would not be necessary.

That the trolley wire at Call's Packing House, Corona, be lined up straight, also at Colton Team Track.

Disposition: This work now being done.

That there is a tree standing near Chemawa Park spur which makes it dangerous for a man riding in on cars at that point, same should be removed; also, that the trees be trimmed along the spur.

Disposition: This work is completed. That Conductors should not be required to flag Creatmore Cement track.

Disposition: This matter has been taken up with the Salt Lake officials for consideration.

That Stewart Ave. stop in Redlands, be eliminated account of being within 200 feet of the Santa Fe tracks where flagging stop is made.

Disposition: Mr. Jones advised that it would be O. K. as far as he is concerned.

That more lockers be added to the Trainmen's Room at Riverside.

Disposition: Work Order is now being made out for same and they will be installed.

By H. A. Bates: That the step located on the side of 500 class cars near the grab handle, for the Conductor to climb on top of the car, be raised 10 inches on account of passengers being liable to strike their hands against same when taking hold of the grab handle. Also, that the side irons on brackets, on the same class of car, be put on with screws instead of bolts for the same reason.

Disposition: Referred to Mechanical Department.

By H. A. Bates: That on some of the 500 class cars there is only one globe in destination signs, which illuminates only one end. Suggested that two be placed in same so that the whole destination will be illuminated.

Disposition: Referred to Mechanical Department.

By F. H. Smith: That the glass in Indicator Signs is very dirty and classification numbers cannot readily be seen.

Disposition: Referred to Mechanical Department.

By H. A. Bates: That Conductor's bell on car 503 is very hard to get through to Motorman.

Disposition: Referred to Mechanical Department.

By R. Hunsley: That operators on one-man cars in Pasadena are paid more than in Riverside and Redlands.

Disposition: The reason for this is that in Pasadena operators have to issue transfers and exchange checks, also sell R. T. Tickets, and the travel is much heavier than in either Riverside or Redlands.

By R. Hunsley: That if classification numbers are so important that Conductors are given demerits for failing to have them changed before they come out of the yard limits at Los Angeles, why should they not have them on all interurban cars?

Disposition: It was stated that these indicators were used on important lines where all possible delays were to be avoided. On the slower lines, trains must stop and be identified, if necessary.

By F. M. Smith: What is meant by giving the Motorman 3 bells when the train is moving? Is it for emergency or to make service application stop?

Disposition: The rule applying to this reads that such signal is for full service application stop.

By G. R. Attridge: That train leaving Riverside at 4:30 p. m. for Corona has a number of sacks of mail for Arlington, would like to have a cart furnished to handle same.

Disposition: Asst. Trainmaster Monroe was instructed to check up on this matter and report.

By K. Thompson: That when Motormen are breaking in on 1200, 1400 and 1601-class equipment they be given pay for breaking-in time.

Disposition: This matter has been up before and it was decided that trainmen should break in on all classes of equipment before going to work, when they would receive their breaking-in pay for such time, after that trainmen would have to break in on their own time.

By R. S. Evans: That the curtains now being installed on 130-class cars be made 6 inches longer, as they do not come down far enough when the Motorman is sitting down, to do away with the reflection from the inside of the car.

Disposition: Referred to Mechanical Department.

By J. C. Alexander: That employes be instructed to leave cars from the rear entrance when front gate is down, the same as passengers do.

Disposition: Bulletin issued to cover.

By J. C. Alexander: That trains coming out of the yard at Shop Siding should see that the main line is clear before pulling out on to same, as quite often the car coming out of the yard, and the main line train, call for the board at the same time, and when signal is given it is possible that both might accept same which is liable to cause interference.

Disposition: Bulletined. Conductor throwing the main line switch must go out on the main line and assure himself that no main line train is approaching.

By J. C. Alexander, that a porter should be stationed at Colton to look after mail and direct passengers.

Disposition: As our revenue from handling mail is very small, and Conductors should call out the arriving and leaving of their trains at that point, we can dispense with a porter.

By H. A. Bates, there should be a bank of lights at Palmyrita account of the Motorman not being able to see passengers until within a few feet of the car owing to the location of the wigwag light.

Disposition: This matter will be checked up to see whether lights are necessary or not.

By W. Massingale, that there are a number of spikes on the Crestmore line which have worked part way out of the ties so that the flange of the car wheels hits the heads of the spikes.

Disposition: Referred to Mr. DeNyse to take up with the Salt Lake Ry.

By W. L. Massingale, that the walker, on the Crestmore line, has a speeder equipped with a device to push the torpedoes off the rail, that they place there for protection.

Discussion brought out the fact that he should be instructed to replace these torpedoes after he had passed the point where they had been placed.

Disposition: Referred to the Salt Lake Ry.

By H. A. Spillane: That the stop at Orange and San Bernardino Avenues, going in both directions, be made on the west side of Orange Ave.

Disposition: This matter was discussed and it was thought better to make the stop before going around the curve, in either direction, for the reason that passengers are often times standing up at the rear end and were liable to be thrown off.

By H. A. Spillane: That very often the cars come out of the San Bernardino Carhouse in the morning with dirty windows.

Disposition: Referred to the Mechanical Department.

By H. A. Spillane: That the Redlands train leaving San Bernardino at 4:45 A. M. for Redlands, has to handle a number of bundles of papers, and it was suggested that the papers be left in the car coming from Los Angeles and run through to Redlands.

Disposition: This matter will be checked up to see if this suggestion can be carried out.

By H. A. Spillane: That Motorman's valves on 500-class and 130-class cars are very stiff and should be oiled.

Disposition: Referred to the Mechanical Department.

By H. C. Berg: That a station sign be placed at Nevada Street, on the Redlands line.

Disposition: Referred to Mr. DeNyse. By L. C. Wilson: That there is wavy glass in the Motorman's window on cars Nos. 130 and 1300.

Disposition: Referred to Mechanical Department.

By J. A. Severance: That Coupon Pass Books on the Eastern Lines be placed at the Ticket offices in San Bernardino and Riverside for the reason that it takes some time to get the books back from Los Angeles, and while waiting they sometimes have to pay fare, owing to using more coupons than they figured on. As the Ticket Agents handle all kinds of coupon pass books why could not the trainmen's pass books be handled by them also?

Disposition: After discussion it was shown that the Los Angeles office wished to keep a record of the issuance of these books. It was ruled that if the request for the new book was made in sufficient time there was no reason why it should not be received before all of the old coupons had been used up.

By J. A. Severance: That the telephone be raised about 4 inches in the telephone box at Crestmore, so as to allow the register book to be put under the telephone without tearing the leaves.

Disposition: Referred to the Electrical Department.

By J. A. Severance: That the sign at Revino Siding reads "For Freight Only" and should be removed, as it is confusing to some of the new men who run over that line. They think that passenger trains should not take the siding; that it is only to be used for freight.

Disposition: This sign will be removed.

By J. A. Severance: That two more benches be made for the trainmen's room at Riverside.

Disposition: Referred to Mr. DeNyse.

By J. A. Severance: That all switches in San Bernardino yards be made spring, for the reason that there are a number of them being split, which causes not only delay but expense, also it is very hard to see the position of these switches after dark.

Disposition: It was decided that a spring switch was liable to be straddled and just as many accidents could happen.

By J. A. Severance: That the seat at Ohio St., on the Redlands line, be moved to Clay Street, on account of

Ohio stop being eliminated and there being none at Clay Street.

Disposition: Referred to the M-W Department.

By J. A. Severance: That the switch frog at Mexican Camp is in very bad condition.

Disposition: Referred to H. E. Denyse to take up with the Salt Lake Ry.

By R. Nywening: That the register on car No. 137 is very high and the conductor cannot put in his register key without stepping up on to the seats, which makes them dirty.

Suggested that there be a small box put in this car for the conductor to step on.

Disposition: Referred to the Mechanical Department.

By G. W. Bosley: That the Riverside cars, outbound, operate via the Wash Track.

Disposition: This matter was discussed and it was thought not advisable, for the reason that there are a number of times that cars have to be stored on that track.

By N. S. Jones: That chains now on switch locks used for locking derails be changed to some other kind, as the present ones kink up and it is impossible to get locks out of the way of the derail, and many times it falls on them, breaking same.

Disposition: Referred to the Maintenance of Way Department.

By D. W. DePugh: That a tree near Arrowhead Sub-station has been undermined by water and will soon fall over on to the track.

Disposition: Referred to the Maintenance of Way Department.

By G. W. Bosley: That the overhead on Mt. Vernon siding should be tightened up so that it will not allow the trolley to push it up.

Disposition: Referred to the Electrical Department.

There being no further business before the meeting, adjourned at 9:30 P. M. Next meeting will be held at Riverside, Tuesday, April 12, 1921.

F. E. PEACHEY,  
Secretary.

#### MECHANICAL DEPARTMENT MEETING

Meeting called to order by Chairman at the Club on March 1, the minutes of the previous meeting read and approved.

In the matter of the King Tax Bill, Chairman Bonney made a short speech, outlining the status of the bill, after which telegram was read and approved by the meeting, and was ordered sent to the Assemblymen.

Mr. Gilliam, of the Torrance Mill, called attention to the vital need of a shaving exhaust fan. Mr. Pierce thought project was held up awaiting appropriation. Mr. Small asked for general discussion and expression of opinions by millmen as to the best manner of installing fan. Mr. Gilliam proposed that fan be installed under Cabinet Shop floor, as it was his experience fan was more efficient shoving the shavings upward than when installed high up and drawing them up by air suction. Mr. Haughton suggested that fan placed in Cabinet Shop floor would necessitate pipe and belts in place to not interfere with cars on mill floor. Also vibration caused by high speed of fan would interfere with Cabinet Makers above, with which opinion Mr. Small concurred. Also that position in roof had been selected by practical engineers. Mr. Haughton further stated that matter had been taken up with Engineering Department and presumed action would be had in a short time.

Referring to timber sizer, Mr. Gilliam stated the machine very dangerous to operate, it being necessary to shift belts, etc., with machine in motion at high speed. Danger from broken belts very great, as it is now necessary to crawl over the top and get between the belts. Suggested that a lever be put on shifter so belts can be shifted from front of machine. Safety fence of iron pipe around machine prohibited efficient operation and really caused the trouble. Mr. Small stated we had spent a lot of money for mill machinery and bought the best and latest machines on the market.

Mr. Pierce stated the iron safety fence was in operators way. Prohibited him getting in to change shift. With control outside fence in front of machine, workmen could operate machine without having to crawl over. Mr. Small stated matter seemed one for Mr. Straub to handle. Mr. Houghton had opinions of the best authorities on safety appliances, from State and local government officials and their recommendations, and stated he had often gone through mill and cabinet shop and found safety appliances removed and kicked to one side and not used. Called attention to Circular No. 1, which puts results of accidents up to employe himself up to 50 per cent of his compensation, when safety appliances are installed. Mr. Small stated the guards should be in place. If guards are in a position that obstruct efficient operation of machines matter should be called to attention of foreman, but guards must be in place at all times. Mr. Gilliam further stated with reference to rib saw, that spreader is too thick for saw. Spreaders have to be removed to do the work. Also the spring is too strong and has to be loosened to shove timber through the machine. This has resulted in two men loosing the end of a finger. Had spoken several times to Mr. Elmquist, but no definite conclusion had been arrived at. Mr. Small stated with reference to any suggestion, matter should be in his opinion be first referred to foreman, and if unable then to get action, to bring matter before meeting. But as a matter of courtesy to foreman matter should first be taken up with them.

Mr. Pierce mentioned the fact that second homeward bound section of train often has to wait on first section, which is slow on pickup because of 900-class train of two motor cars and two trailers. Mr. Nolan stated there was only one night when first section did not wait on Union Tool Train at Watts, so eliminating all but safety stops for first section would not advance speed any. No action taken. Mr. Beckwith suggested that one way to get home early was to build a home in Torrance.

Mr. J. O. White complained of apparent errors in mortuary fund statements as shown in Magazine. That names appearing one month as having died, also appeared the next month. Why? Mr. Small suggested Secretary write Auditor for explanation.

Mr. Pierce wanted to know why it takes so long to get mortuary cards after applications are sent in? Mr. Hunt called attention to C. Murphy, who has no card yet, but application was sent in last of December or first of January.

Mr. Gilbert wanted to know if unable to get action through foreman, if then proper to see Mr. Straub. Mr. Small: Yes, but first go to your foreman.

Mr. Beckwith suggested that a bulletin book be put up in place of present bulletin board where it is apparently hard to find new bulletins. Mr. Bonney thought that might go in the mill, but in the machine shop a bulletin book would be a hard looking object in the course of a week. Mr. Harris thought if bulletins made with a two-inch margin on top and pasted one over the other, so last one was always on top, would be O. K.

Mrs. Lee drew attention to ladies dressing room, situated over winding room oven. If windows closed too warm to stay in and unable to open windows when dressing because of being visible to anyone outside. Mr. Small thought this a new matter, but would take up same in connection with ventilation of taping department. Mr. Hyde stated matter had been referred some time ago to men checking up work for engineering department, who stated matter would be referred to Mr. Halsey. Mr. Small stated that he would get action on matters tomorrow without fail.

Mr. Al Mullen, called on by chair, entertained the meeting with some recitations, after which there being no further business, meeting adjourned.

Refreshments were served by courtesy of the Club.

W. M. BROOKS, Secretary.

## JOKELETTS

"So your pa says I'm half baked, eh?"

"Yes an' he used to say you was stewed, too." — PE —

Judge—"Have you ever seen the prisoner before the bar before?"

Witness—"Yes, your Honor, that's where I met him." — Burr. — PE —

A girl's idea of a wasted evening is to go out auto riding with her fellow and another couple, with her fellow doing the driving.—B. C. Electric. — PE —

"I have a book here entitled 'The Successful Chicken Raiser,' began the book agent.

"Don't want it," said Uncle Si. "All my children are boys." — PE —

Bill Collector—"But why do you let your wife spend all your money?"

Mr. Henpeck—"Because I'd rather argue with you than with her."—The American Legion Weekly. — PE —

Visitor—"What does the chaplain do here?"

Freshman—"Oh, he gets up in chapel every morning, looks over the student body, and then prays for the college." —Lehigh Burr. — PE —

A Chink by the name of Ching Ling, Fell off a street-car, bing-bing, The con turned his head, to the passengers said—

"The car's lost a washer, ding ding." —The Drexlerd. — PE —

"Do you know why a dog has a slit in his tongue?"

"No; tell me."

"Why, to keep a crease in his pants." —B. C. Electric. — PE —

A drunkard of long standing has been reformed by an operation which removed a bone that pressed against the brain. The Detroit News also reports a number of cures effected by the removal of a brass rail that was pressing against the foot.—Kansas City Star. — PE —

"I understand that you went over to Crimson Gulch and lynched the wrong man the other day?"

"No," replied Three-fingered Sam, "you can't lynch the wrong cuss in Crimson Gulch. We jest got Piute Pete a little bit ahead of his turn." — PE —

#### A Canny Scot

Sandy and John were aboard a car when a pretty girl got in and smiled at the former. He raised his hat.

"Do you know her?" asked the Englishman.

"Oh, yes, very weel," the Scot replied.

"Well, shall we go and sit over beside her, and then you can introduce me?" asked his companion.

"Wait a mit, she hanna paid her fare yet," returned the canny Scot.—Pittsburgh Chronicle-Telegraph.

### Punctuated

When first I kissed sweet Mildred,  
She was really vexed at me.  
I still recall her very words:  
"Oh, please don't! Stop!" said she.  
Again last night I kissed her,  
Now I'm happy as can be.  
The same words sounded different:  
"Oh, please don't stop," said she.

PE

### She Did

Mr. Saphead—Do you ever think of me?

Miss Kutting—Yes; but I'd hate to tell you what.

PE

### Why

She (critically)—I never could see much in those crepe de Chine dresses.

She (also a critic)—Ah, my dear, but you never looked at them in the right light.—Colgate Banter.

PE

### With Interest

"What do you make of all these war taxes?"

"I'm beginning to think when I went off to war I must have told them to charge it to me."—American Legion Weekly.

PE

### Good Idea

Jones—"I just heard of a man who laughed so heartily at a joke that he lost his voice."

Smith—"What was that joke? I want to tell it to my wife."

PE

### The Bridegroom's Request

"Do Englishmen understand American slang?"

"Some of them do. Why?"

"My daughter is to be married in London, and the earl has cabled me to come across."—Boston Transcript.

PE

### Better Keep Her

Will—I'm going to get a divorce. My wife hasn't spoken to me for six months.

Bill—Better be careful. You'll never get another wife like that.

PE

### Something Missing

Landlady—"You say this chicken soup isn't good. Why, I told the cook how to make it! Perhaps she didn't catch the idea."

Boarder—"No; I think it was the chicken she didn't catch."

PE

### Ah, True

"If a man has a beautiful stenographer, do you suppose that will cause him to take more interest in his business?" asked Mr. Piglatch.

"I don't know whether he will take more interest in his business," said Mr. Peckton, thoughtfully, "but his wife will."—Birmingham Age-Herald.

PE

### She Has Learned

The puppy had been punished and was sulking in the corner. To him came the small daughter of the house to administer, not comfort, but advice.

"You may just as well be good first as last, Spot," she admonished. "Everybody that belongs to mother has got to mind. I've been through it all and I know."

## WOULDN'T YOU?

I Would Rather be a plain friend, valued, trusted, honored and held at all times unquestioned in my motives—just loved and believed in—than to have all the wealth of the richest, or all the fame of the most famous. Wouldn't you?

I Would Rather do my work today, humble and plain though it be, so long as I do it honestly and courageously and efficiently, and enter a report at its close that represents the best of which I am capable, than to be given the handling of large affairs and feel at the end of my day that I had slighted here and there and that the importance of the job had taken from me my feeling of responsibility and torn away those little attentions that make the finished job right. Wouldn't you?

I Would Rather have character that at all times would represent courageous service performed, and helpfulness put afloat wherever its influence might follow in the wake of mere reputation or hereditary honor, which might be shattered in a single day by some single stroke of fortune. Wouldn't you?

I Would Rather be a believer in the ultimate great reward for all service and in absolute goodness as a permeating force among men, than to be a doubter and a questioner and thus love the hourly joy and happiness that never fails to enter the life and very soul of the man who has the courage to believe. Wouldn't

—Partners  
Dallas, Texas

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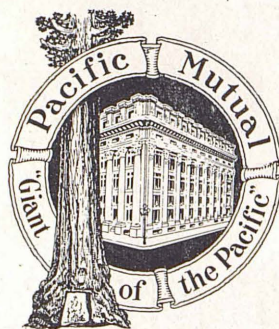
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—The Saturday Evening Post.