



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL. AUGUST 10, 1921

No. 3

**THERE THEY ARE HAVING THE TIME OF THEIR LIFE !!!**

**PACIFIC-ELECTRIC-EMPLOYEES PICNIC REDONDO BEACH**

**Saturday AUGUST 27<sup>TH</sup>**

HARRY DON'T YOU EVER EAT?

O-BOY

HOLD IT BOY!! THAT'S THE BEST CATCH THIS SEASON.

DAN TOBY ON THE JOB

THE Official ANNOUNCER

YES THAT'S HIS WIFE AND HE'S MARRIED TOO!

WHO SAYS THE BATHING ISN'T GOOD DANCING N'EVERYTHING

REDONDO-AUG. 27<sup>TH</sup>

THIS IS THE LIFE

*Heisler*

# Annual Employees' Picnic at Redondo Beach

For many years past it has been the pleasure of the management to encourage the holding of an annual employees reunion picnic once each year at Redondo Beach for the purpose of renewing acquaintance between the various departments and their members, and to encourage co-operation and friendliness, as well as to afford members of our "big family" and their friends opportunity for a day of great enjoyment.

This great event for all of us occurs usually the latter part of August or the first of September each year, and has been in effect for a great many years with the exception of the years 1919 and 1920 when, because of war time conditions and other circumstances, it was necessary to forego this annual pleasure. This year, however, Vice-President Titcomb has decreed that the annual "big family" jollification was again to take place, the date fixed being Saturday, August 27th, and the place, as usual, Redondo Beach, which will that day take on a very festive garb and receive our family members with open arms.

This is one day in the year when the seaside city will be ours to do with almost as we please, and, if the history of past events is any criterion, we may expect one of the jolliest days in memory.

Every employe, who can arrange to be absent from his duties that day, is expected to attend and doubtless will be glad to do so, and the only regret of the entire occasion is that we cannot close up shop entirely and all of us take a day off. However, Mr. John Public must be served in his regular manner and it will be necessary to operate the service, and to deprive some members of the "family" of this day of pleasure in order that service may be kept going continuously. Nearly all of us will be able to spend at least a part of the day there, and for those who are unfortunately kept at work during the day, provision has been made by the management, as will be noted elsewhere, for them to have a day of recreation in lieu of the big picnic day.

In order that at the last minute departments will not be overrun with applications for transportation and that the transportation department will have a general knowledge of the traffic involved, all employes should immediately make it known to their head of department that they desire to attend this picnic and apply for needed transportation. Do not delay your request until the last minute as you may be disappointed by so doing.

At the last general meeting of the Executive Committees of the Club, organization was completed for the picnic events as follows:

## Officers

President—Mort Stuart.  
Vice Presidents—L. H. Appel, W. A. McCammond, F. G. Volkhart, G. B. Barclay, E. H. Pierce, H. L. Wiggam, H. T. Bennett.  
Secretary—W. H. Nixon.

## NOTES OF INTEREST

Arrange with your head of department for leave of absence on this day, and apply for transportation to and from Redondo Beach for yourself and WHOLLY DEPENDENT members of your family.

**INFORMATION BUREAU:** Special Information Booth will be maintained opposite entrance to Pavilion Building.

**CHECK ROOM** will be located on second floor of the Pavilion.

**MERRY-GO-ROUND TICKETS** will be provided for children under 16 years of age at the Information Bureau.

**KINDERGARTEN** will have its headquarters opposite the Bath House.

**NURSERY** can be found in the southeast corner of the Pavilion (upstairs).

**HOSPITAL:** Dr. Weber and a corps of nurses will be located at the Bath House.

**POLICE AND ORDER:** Chief S. R. Florence and T. D. Veon will be in charge, with the cooperation of the Redondo Beach Police Department. Employes will confer a favor on the Committee and the Company by co-operating with Mr. Florence.

**LOST CHILDREN** should be taken immediately to the Nursery (on second floor of Pavilion).

**TRAIN SERVICE:** Trainmaster Ward will be on hand to see that everyone is safely unloaded and loaded in cars.

**WAR TAX ON DANCE TICKETS** must be paid at special booth which will be located at entrance to Pavilion on El Paseo.

**PACIFIC ELECTRIC CLUB** will be closed from 6 A.M., August 27th to 6 A.M., August 28th.

**FOR ABSENT EMPLOYEES:** A large number of our fellow-employes are working today to keep things going while we have a good time. In recognition of their service the Management of the Company makes the following announcement: "Employes who, because of the nature of their duties, are unable to attend the picnic on August 27th, may enjoy an outing with their families at Redondo Beach as the guest of the Company at any time during the next six weeks by application to the head of department. Transportation will be furnished for employes and dependent members of their families upon request; also passes to the Both House and Dance Hall."

Treasurer—F. W. Burke.  
Past Presidents—J. L. Smale, J. G. Clark, E. C. Thomas, N. B. Vickrey, S. A. Bishop, C. H. Burnett.

## Executive Committee

Vice President's Office—H. G. McDonald.  
Transportation Dept.—Chas. P. Hill.  
Mechanical Dept.—W. C. White.  
Electrical Dept.—E. J. A. Hassenyagere.  
Engineering Dept.—J. P. Gould.

Purchasing and Store Dept.—C. S. Swartz.

Traffic Dept.—H. O. Marler.  
Real Estate, Tax and Resort Dept.—C. S. Lyon.

Signal Div., Eng. Dept.—S. R. Florence.

Medical Dept.—Dr. Wm. L. Weber.

Accounting Dept.—Earl Moyer.

General Claim Dept.—O. D. Harris.

Legal Dept.—N. B. Browne.

Treasury Dept.—J. L. Smale.

P. E. Building—J. G. Van Houten.

Executives at Large—H. E. Rodenhouse, C. H. Belt, F. E. Peachey, Ora Taylor, E. Clark, S. E. Wilson, A. S. Kuderma, W. L. Rich, C. T. Farmiloe, A. O. Williams, W. B. Foote.

**Athletic Committee**

E. H. Pierce, chairman; G. B. Barclay, W. L. Jenks, F. G. Volkhart, L. H. Covell, Earl Moyer, H. L. Young, D. J. Findley.

**Dance Committee**

Conrad Oefinger, chairman; T. C. Holvoke.

**Tickets for Dance Committee**

L. H. Appel, chairman; W. J. Drake, R. M. Hyde, H. A. Guercio.

**Information Bureau Committee**

W. A. McCammond, chairman; H. T. Bennett, W. G. Dwyer.

**Check Room Committee**

C. J. Tenney, chairman, Ray Harper and assistants.

**Bath House Committee**

G. W. Orr, chairman; T. H. Ewers, J. R. Johnson, J. Whitley.

**Hospital Committee**

Dr. Wm. L. Weber and assistants.

**Refreshment Committee**

C. S. Swartz, chairman; H. Brennerman, W. H. Gilbert, A. F. Wilkins, J. H. Brigham, F. Schultz.

**Police and Order Committee**

S. R. Florence, T. D. Veon.

**Tug-of-War Committee**

S. H. Anderson, chairman; F. L. Anable, E. C. Johnson, F. F. Small.

**Wrestling Committee**

J. J. Huemrich.

**Boxing Committee**

L. A. Crooks.

**Official Announcer**

D. Toby (courtesy Mullen & Bluett).

**Official Recording Secretary of Events**

H. D. Turner.

**Official Cartoonist**

A. F. Wilkins.

**Concession Committee**

J. L. Smale, chairman; H. Preston, J. Richards.

**Publicity Committee**

E. C. Thomas, chairman; M. Levine, secretary; Edw. H. Sharpe.

**Custodian of Prizes**

O. D. Harris.

**Prize Committee**

C. Thorburn, chairman; S. W. Elliott, secretary; C. H. Burnett, F. C. Weeks, E. J. A. Hassenyager, M. S. Wade, H. E. Miller, O. L. Howard, R. S. Maison, G. H. Blyth, A. Kean, H. E. Rodenhouse, J. A. Birmingham, R. E. Labbe, C. H. Belt, J. M. Gifford, M. T. Spencer, W. J. Scott.

**Transportation Committee**

Chas. P. Hill, chairman; S. W. Elliott, secretary; F. E. Peachey, C. C. Tibbetts, J. H. Brigham, W. L. Rich, W. B. Foote, J. R. Dearborn, H. C. Ward, F. L. McCulley, A. W. Day, W. E. Booth, A. C. Moll.

**Nursery and Kindergarten Committee**

Mrs. A. D. Saunders and assistants.

**Judges for Athletic Events**

S. A. Bishop, J. C. McPherson, J. L. Smale, J. G. Clark.

**PROGRAM**

12.30 to 1.30 P. M.

Luncheon.

2 P. M.

Introductory address by S. A. Bishop, president, Pacific Electric Club.

Address by Mr. H. B. Titcomb, vice-president, Pacific Electric Ry. Co.

2.20 P. M.

Sports and athletic events on El Paso in front of Pavilion.

Baseball game—Mechanical Dept. vs. Auditing Dept. Teams will assemble in

front of pavilion at 2.15 p. m. and march to ball park, headed by P. E. Band. E. H. Pierce will be in charge.

Notice—None but employes and dependent members of their families will be allowed to compete in any athletic events for prizes.

1. 25-yard race for boys 8 years and under. First prize, \$1; second, 75c; third, 50c; fourth, fifth and sixth, 25c.
2. 50-yard race for boys over 8 and under 12 years. First prize, \$1; second, 75c; third, 50c; fourth, fifth and sixth, 25c.
3. 75-yard race for boys over 12 and under 16 years. First prize, \$2; second, \$1; third, 75c.
4. 25-yard race for girls 8 years and under. First prize, \$1; second, 75c; third, 50c; fourth, fifth and sixth, 25c.
6. 50-yard race for girls over 8 and under 12 years. First prize, \$1; second, 75c; third, 50c; fourth, fifth and sixth, 25c.
7. 75-yard race for girls over 12 and under 16 years. First prize, \$2; second, \$1; third, 75c.
8. 75-yard race for ladies. First prize, \$5; second, \$3; third, \$2.
9. Novelty egg and spoon race for ladies.
10. 100-yard race for members of general officers' conference. Special race trophy and box of cigars.
11. Three-legged race for men; 75 yards. First prize, \$5; second, \$3.
12. Sack race for men; 100 yards. First prize, \$2.50; second, \$1.50.
13. 100-yard race for fat men, weight 200 pounds and over; waist measurement, 44 inches and over. First prize, \$5; second, \$3.
14. Free-for-all race; 100 yards. First prize, \$5; second, \$3; third, \$2.
15. Final tug-of-war contest; 5 minutes' pull or 15 inches; five men and captain to each team. Prize \$40.
16. Horseshoe pitching. In charge of L. L. Pierce.
17. Watermelon contest. Pie eating contest. Boys—Two first prizes, \$1 each; second prizes, 75c each. Girls—Two first prizes, \$1 each; second prizes, 75c each.

#### 4 to 6 P. M.

Dancing in pavilion; free to all having tickets. Novelties to be given to ladies in the afternoon in the dance hall.

#### 6 to 7 P. M.

Pacific Electric Band concert at band stand.

#### EVENING PROGRAM

##### 7.15 to 7.45 P. M.

Boxing and wrestling exhibition in front of pavilion on El Paso.

##### 8 P. M.

Dancing in pavilion. Prize waltzing and novelties. At least one of the partners in couples participating in dance contest must be a P. E. employe. Prize in dance contest (waltzing), \$2.50 to gentleman, \$2.50 to lady.

#### OUR CAMP

After five years absence from our P. E. Vacation Home, a few words to my fellow employes may not be amiss at this time; and yet to those who have been ardent supporters and enjoyed the privileges of same through the years since its inception, my words will be nothing new, as they also know the camp.

Leaving Sherman on the morning of June 15th at 5 a. m. with Mr. and Mrs. M. E. Day, Mrs. Warneche and daughter Margarate Louise, and Mr. H. H. Sheets as guests, we enjoyed a beautiful ride along the Foothill boulevard to San Bernardino, arriving there at 8:45 a. m. After some shopping there, drove on to the camp for dinner.

No writer can describe the beautiful scenery from San Bernardino on to the camp up the mountain road, among not a thousand pines, but thousands.

On arrival at camp we received a

## SCREWING DOWN THE ELECTRIC SAFETY VALVE

By F. A. SHORT, State Electrical Inspector

Who would think of screwing down the safety valve on a boiler, knowing that the boiler would very likely explode, resulting in loss of life and property. When a strip of copper or wire is substituted for a fuse, the electric safety valve has been rendered inoperative. This practice, which is just as dangerous as screwing down the steam safety valve, is only too common. Sometimes the man who "coppers" the fuse does so without realizing the danger; more often this is the work of an electrician who does know better.

Section 37, chapter 586 of the Laws of 1917, as amended by chapter 471 of the Laws of 1919, reads:

"No employe or other person shall remove, displace, damage, destroy or carry off any safety device, safeguard, notice or warning, furnished and provided for use in any employment or place of employment, or interfere in any way with the use thereof by any other person \* \* \*"

The penalty provided for removing or rendered inoperative any safety device is a fine from \$10 to \$500 or six months in jail, or both such fine and imprisonment. It is further pro-

vided that any person who knowingly induces another to remove or destroy the effectiveness of any safety device is guilty of a misdemeanor and subject to fine or imprisonment. The man who replaces a fuse with copper, or places copper in fuse case and advises another to substitute this for a fuse of the proper capacity, is guilty of a misdemeanor. A short time ago in this state a man was fined \$75 for placing copper in a fuse block.

Just recently the result of placing copper in a 500-volt fuse block and overloading the circuit until the copper melted, forming an arc which destroyed the cut-out resulted in a property loss of over \$200,000 and cost one life; the property can be replaced, but the life can not. No doubt other fires have been caused, and other lives lost, by this dangerous practice.

When the fuse in one of your circuits blows and you feel tempted to resort to this method of reestablishing service, or you see someone else following this too prevalent practice, stop and think of the possible consequence to life and property; then send for the trouble man and find what caused the fuse to blow—do not screw down the safety valve.

#### MR. HILL IN WASHINGTON

W. V. Hill, manager of the California Electric Railway Association, has been appointed representative at Washington of the joint tax committee of the American Electric Railway Association, American Gas Association and the National Electric Light Association, according to announcement made by Philip H. Gadsden, chairman of the committee. Mr. Hill is well known because of his active participation in association affairs. During the war he was assistant manager of the American Electric Railway War Board and before that was Washington representative of the California Electric Railway Association. When the War Board was disbanded, Mr. Hill was placed in charge of the Washington office of the A. E. R. A. under the committee of national relations. Owing, however, to the urgency of his duties with the California association he resigned in May, 1919, to return to the Pacific Coast.—Electric Railway Journal.

#### Improvement On a Husband

"Mamma!"

"Yes, my child."

"What is alimony?"

"Alimony, my daughter, is something which is considered by many women as an improvement on a husband."—Yonkers Statesman.

"Moonshine," despite the name, not a light drink.—Life.

L. L. PIERCE.

# ENGINEERING NOTES

By A. J. GUERCIO



What is a Waist Landing?

Vic Westenberg—What is the best weapon, a hammer or a hatchet?

Ernest Hayward has donned specks owing to the glare of Wilmar's sun.

Miss Wright has taken Miss Boyle's place, and keeps the Remington in high all the time.

Fred Bixenstein spent his two weeks vacation in the wilds of Glassell Park, in the vicinity of Mt. Helios.

Vine Cahoon is nursing a fractured knee which she sustained in a fall. Speedy recovery is our wish.

Jno. Nixon has been carrying around a bandaged finger of late. We are wondering if he forgot something.

Mr. Denton has returned from a little tour of the "North." In his absence Mr. Batman held the reins.

Miss Boyle, our tall and handsome stenographer, has given the bachelors the go-by and has taken a position with a Drug Company in San Francisco.

The question between Miss Cruzen and Mr. Griffin is "Does the dark hair pin, found on Griff's chair in a certain office, belong to a Blonde or Brunette?"

Mr. Quicke being a Dempsey supporter was \$24.00 to the good on the 4th of July. The Y. B.'s and Roi Tans, although delayed in transit, were appreciated.

Mr. Malcolm in his salient six is penetrating the Lake Tahoe districts and reports some good fishing. He will stop over at Truckee on a little game of pinochle.

In order that the mortuary fund records can be properly adjusted, all employes should promptly report any deaths that they may hear of amongst our employes. Payments on this fund have been delayed owing to the lack of knowledge that the office receives on these matters.

We will resume our annual picnic this year on Saturday the 27th of August, and all members of our department should be there for one big time. Messrs. Gould and Florence will offi-

ciate on the executive committee. Mr. Guercio on the dance ticket committee; Mr. Brennaman on the refreshment committee; Mr. Florence in co-operation with the entire Redondo city police force will have absolute charge of the race course and the policing of all events. Mr. E. C. Johnson will officiate on the tug-of-war committee.

Purple and White are very becoming to some of the young bucks around the office, especially Mr. McDonald when dolled up for the "B. P. O. E." parades.

Mr. Quicke's stay with us was a short one but in which he made many friends. He has left the service of the P. E. Ry. to take a position with the Milwaukee Building Company.

Upon investigating a recent collision between a "Phord" and a "Wig Wag," a small bottle labeled "Simple Syrup" was amongst the evidence. After being submitted to experts it was declared "Sunny Brook."

We are in receipt of "rattling" good news that the flivvers formerly serving the Engineering Department are doing wonderful work on the mountain roads, in the vicinity of the P. E. Vacation Camp.

Dave Cheever has gone north to the oasis of Seattle. Dave says "Out in Alabama we have a man named Hatch and he has two daughters, Margaret and May Hatch—must be in the poultry business."

Mr. England returned from a most enjoyable trip to El Paso where he visited relatives. He states that he kept a careful check on his timetable so as not to be delayed any too long in the sizzling heat and the summer rains. Little trips like this make "Southern California Boosters" of us all.

Dominick Lorenzini, yard cleaner at Washington yards, who has been in our employ for many years died July 20. He leaves a widow, three married daughters and a son. The heartfelt sympathy of this department is extended to the family.

## And Some Who Don't Get It

We never could see why it would not be just as easy to fall in love with a girl worth a million as to fall in love with one you will always have to provide the meal-ticket for.—Louisville Courier-Journal.

## AGENTS' ASSOCIATION

The Agents' Association met in regular session in the Assembly Room, Pacific Electric Club, at 8:00 p. m., July 9, 1921, Chairman J. W. Mee, presiding.

Following the roll call, the minutes of the previous meeting were approved.

The chairman introduced Mr. F. M. Renfro, manager of the San Bernardino National Orange Show, who addressed the membership on the proposed horticultural and floral exhibition now being arranged for. The speaker's remarks were interesting and enlightening and in closing Mr. Renfro complimented the association on the assistance rendered in making the orange show the successful institution it has annually become. He asked for the same co-operation and assistance in behalf of the new exhibit.

The routine business of the association was then taken up.

On motion of Mr. J. W. Anderson the association voted to discontinue the monthly meetings until regular meeting October 8, 1921.

Mr. Day presented figures and data relative to June business, and expressed his belief that conditions would continue to improve with the settlement of existing labor difficulties. Every effort should be made to secure business and patrons should be afforded such prompt and reliable service that we would be able to hold their patronage.

This feature should be given strict attention in view of the probable extension of the Los Angeles and Salt Lake Railway in the Brea district, where a great deal of keen competition would undoubtedly eventually develop.

Agents should keep constantly in close touch with his office so that prompt advice and assistance might be given.

In connection with citrus shipments, more care is necessary on the part of agents in carefully checking billing and the carrying out of instructions as to ventilation and icing. Several claims had been presented due to carelessness in this respect, which could easily have been avoided if agents had carried out instructions properly.

In connection with ordinary refrigerator cars, it would be better to order an extra car so that there would be no question as to having the needed number available, particularly in view of some shortage existing at this time. This suggestion had come from Mr. Maison and would help the situation quite materially.

Mr. O. A. Smith followed Mr. Day, presenting information relative to passenger traffic.

The Elks Convention would mean a big week with lots of work to carry it through successfully.

From observation, there appeared to be a gradual decrease in travel on the cars, but the exact cause has not yet been determined.

Other members discussed local conditions at their respective stations.

There being no further business before the meeting, adjourned.

H. L. LEGRAND,  
Secretary.

# PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR



## Wednesday, August 10—

Pacific Electric Rod & Gun Club meeting in club quarters at 8 p. m.

## Friday, August 12—

Regular Movie Show in Auditorium at 8 p. m.

## Monday, August 15—

Pacific Electric Band rehearsal, at 8 p. m.

## Tuesday, August 16—

Western Division Transportation Department meeting for employes at 8 p. m. Refreshments served after meeting.

Northern Division Safety Committee meeting in Assembly Hall at 2 p. m.

## Friday, August 19—

Regular Movie Show in Auditorium at 8 p. m.

General Staff Meeting in Assembly Hall at 10 a. m.

## Monday, August 22—

Pacific Electric Band rehearsal at 8 p. m.

## Friday, August 26—

Regular Movie Show in Auditorium at 8 p. m.

## Saturday, August 27—

Pacific Electric Employes' picnic at Redondo Beach.

Pacific Electric Club closed from 8 a. m. until 6 p. m.

## Monday, August 29—

Pacific Electric Band rehearsal at 8 p. m.

## Tuesday, August 30—

Pacific Electric Club election of Executive Committeemen. Polls close at 12 midnight.

## Thursday, September 1—

Pacific Electric Club Grand Ball in celebration of the first dance for the winter. Dancing from 8:30 until 11:30 p. m.

## Friday, September 2—

Regular Movie Show in Auditorium at 8 p. m.

## Monday, September 5—

Pacific Electric Band rehearsal at 8 p. m.

## Wednesday, September 7—

Pacific Electric Club Executive Committee meeting in Assembly Hall at 2 p. m.

Southern Division Safety Committee meeting in Assembly Hall at 2 p. m.

## Thursday, September 8—

Moonlight Dance in Auditorium, 8:30 p. m. to 11:30 p. m.

## Friday, September 9—

Regular Movie Show in Auditorium at 8 p. m.

Western Division Safety Committee meeting in Assembly Hall at 2 p. m.

## Saturday, September 10—

Agent's Association meeting in Assembly Hall at 8 p. m.

## EXECUTIVE COMMITTEE MEETING

The regular monthly meeting of the Executive Committee of the Pacific Electric Club held in the committee room at the club on Wednesday, July 6, was called to order at 2:30 p. m.

Roll call showed the following absentees:

E. W. Colpits, H. L. Young, H. L. Wiggman, L. H. Covell, E. J. A. Hassenyager, G. W. Orr, J. Richards, Earl Moyer, L. H. Appel, C. J. Tenney, F. L. Annable, E. C. Johnson, S. H. Anderson.

Minutes of the previous meeting were read and approved as read.

The Manager made the following financial report for the months of May and June:

Club Fund	
Balance on hand April 30th..	\$1267.10
Receipts .....	1844.75
Total .....	3111.85
Bills and expenses.....	2702.40
Balance on hand June 30th...	409.45

Relief Fund	
Balance April 30th.....	\$312.47
Receipts .....	71.45
Total .....	383.92
Paid out in relief .....	190.00
Balance June 30th.....	\$193.92

**Mortuary Fund Payments**  
E. E. Temple, Conductor Northern Division. Beneficiary, Leona Temple, amount \$591.50.

Mr. Stuart requested that a day be set for the annual picnic to be held at Redondo Beach.

Mr. McCammond stated that their department had been reserving Saturday, August 27, in anticipation of holding the picnic this year.

Mr. Pierce made the suggestion that the event be held later in September, but Mr. McCammond informed the committee that the bath house, dance pavilion and other features at Redondo would perhaps be reduced, on account of the season being over on Labor Day, and therefore it would not be practical to hold the picnic on that late date, as the employes could not be accommodated.

Motion was made and passed that the picnic be held on Saturday, August 27, 1921.

The manager was elected president of the committees that shall promote and care for the details in making the picnic a great success. Sub-committees were not appointed at this meeting, but the different members will be informed in regards to the respective committees on which Mr. Stuart will ask them to co-operate with him in order to thoroughly cover the mass of details.

Mr. Stuart and Mr. Bishop, a committee of two, were appointed by the Executive Committee to call upon Mr. Titcomb in regard to securing appropriations to cover the expense of the picnic.

Mr. Bishop, who acted as a committee to investigate the situation of the

pension proposition recommended by a committee of the Pacific Electric Railway, reported that the plans submitted to the head officials in New York have not been acted upon at the present time. Also that they have not been turned down, but are being held for favorable consideration when financial conditions adjust themselves.

Mr. Findley stated that the trainmen at San Bernardino were badly in need of a locker room, and requested that something be done towards providing same.

Mr. Hill explained that arrangements are being made with the Southern Pacific, from whom the station at San Bernardino is leased, to establish a suitable place for the trainmen, and as soon as the approval of the Southern Pacific could be obtained for the expenditures, etc., something would be done in regard to conditions at this point.

The manager invited the Executive Committee to attend the Hi-Jinks at Urbita Springs, and stated that he also would try to interest the officials to have a big turn out on July 28, making the affair this year the greatest success of any held. Arrangements have been made by Mr. McCammond of the Real Estate, Tax and Resort Department, for free use of the bath house, boats on the lake, camp grounds and gas for the cooking of light lunches and the making of coffee. Park will be open from morning until midnight for employes and dependents. In the evening refreshments and novelties will be given away at the dance. Music furnished by the Pacific Electric Orchestra.

Mr. Stuart spoke about the Arrowhead Sub-Station, the transfer point for our employes going to and from camp, had been furnished with rocking chairs, rugs, tables, magazines and Arrowhead Spring water, cooled by the Arrowhead patent water cooler.

Mr. Pierce told the committee of the pleasant vacation that he had spent in the camp, and also spoke of the wonderful improvements that had taken place since the last time he was there. Mr. Pierce would like to have all the employes and the executive committeemen who have not attended the camp avail themselves of the wonderful privileges provided for them there, by the courtesy of the Pacific Electric Railway.

Mr. Drake also told about the wonderful time he spent at the camp, saying that it was all too short, and that he intended to go back later on in September, if he could possibly get away.

Mr. Pierce suggested that Horse-Shoes be introduced as a sport. Also that he would lend his efforts to organizing different teams at the various terminals where the trainmen lay over during their runs, and Mr. Stuart offered to furnish the horse shoes and stakes, if the trainmen desire to take up this game as a means of recreation. The manager thanked Mr. E. C. Thomas for his hearty co-operation in the welfare work and for his kindness in making it possible for the club to receive unlimited publicity in all of its affairs, especially the publicity





SAT.  
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27TH

given in regards to the Pacific Electric Camp.

Mr. Stuart stated that as soon as the necessary arrangements could be made, he would install a second moving picture machine and purchase additional chairs for the auditorium, in order to accommodate the increasing attendance at the movie shows. Also announced that beginning with the winter season, many novelties and features will be introduced at the dances. Also that the farewell ball given by the club was the record attendance of any dance since the club had been established.

The club wishes to thank Mr. Jerard, Sub-Station Operator at Arrowhead, for the many favors extended to the employes enroute to camp while resting at his station. These favors have been greatly appreciated by all who attended the camp.

There being no further business the meeting was adjourned at 3:50 p. m.

#### PACIFIC ELECTRIC BAND

The famous Pacific Electric Railway Band during the Elks' week celebration again proved to be one of the popular attractions of the parades.

Headed by their large and attractive new banner bearing the official monogram of the Pacific Electric Railway Company, which was purchased from the funds of the big benefit at Venice, and Director Stuart and thirty members, the band made a very fine showing and was received with applause along the entire line of march.

The band played in the Elk's Lodge parade of Thursday morning and the electrical parade Thursday evening, and was selected as one of the bands to play in the mass band parade Friday morning, and also played in the floral allegorical parade of the same morning. In these four parades the band played for the largest crowds that ever assembled on the streets of Los Angeles to witness a parade.

As the band was the exhibit of the Pacific Electric Railway Company to help in making the Elks' parades a big success, and by its playing of the stirring marches, which were so well received by the public along the entire line of march—it reflected great honor and pride upon the Pacific Electric Railway Company.

#### OUR PERIODICAL LIST

To those who have a few minutes to spend in the Club, will find great pleasure and enjoyment in visiting the Club's Library and Reading Room. where the following magazines are on file: "American Angler," "Cosmopolitan," "Country Gentleman," "Everybody's," "Ladies' Home Journal," "Life," "Literary Digest," "McClure's," "Mid-Week Pictorial," "Munsey's," "Outdoor Life," "Outlook," "Photoplay," "Physical Culture," "Pictorial Review," "Popular Mechanics," "Popular Science," "Saturday Evening Post," "Scientific American," "Shadowland," "Sunset," "Theatre," "Vanity Fair" and "World's Work."

All current issues of the above magazines are available at the Club for all members at all times.



At San Bernardino, on July 28, the employes of the Eastern District had a wonderful time as may be partially gleaned from the above pictures. The exhibition dance was unusually attractive.

#### MR. MILES' GIFT

Mr. Geo. Miles of the Electrical Department made a very generous donation to the Club since the last issue of the Magazine, when 34 volumes of books were received from him and installed in our library.

His thoughtfulness and kindness will be greatly appreciated by our book-lovers and afford many pleasant hours to employes who make our club their recreation place.

Thanks for this generous contribution are hereby extended Mr. Miles.

#### AUGUST MOVIE PROGRAM

Following is a list of the motion picture events scheduled for the Club from August 12 to September 9:

Friday, August 12th

Main feature: Douglas MacLean in "One a Minute."

The wonder story of a wonder cure—"Knight's 99"! Sure relief for every ill from pip to pessimism! A bracing compound of politics, love and business, pos-i-tive-ly guaranteed to turn a grouch to a smile. Step up lively, folks! The laugh line forms on the right.

Mack Sennett comedy, "Movie Fans," featuring Eva Thatcher, Charlotte Mineau, Gordon Lewis, Fanny Kelly.

Burton Holmes Travel Picture, "In Rural Belgium."

Friday, August 19th

Engagement Extraordinary.

Main feature, "The Woman God Changed," a Cosmopolitan production. The End of All—and the Beginning.

One stinging moment of disillusionment—and a dotting love of life shattered.

Maddening jealousy—a fatal shot—and another moth of Broadway's lights fleeing from the law—

Then far to the south, on a sun-kissed island washed by the summer seas, two lonely victims of wreck. The woman who killed and fled. The man who was sent to bring her back.

Is there anything bigger than law, bigger than duty, bigger than love? Come and see this heart-stirring romance of a woman who learned to know.

Paramount Magazine—20th Century Pictorial. "Truth," by Tom McNamara; "Sixty-Fifty," by Jack Scott and Dorothy Richardson; "Bobby Bumps," Cartoon by Hurd.

Friday, August 26th

Main feature, Wallace Reid in "Too Much Speed."



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One more thrilling, rollicking reason why Wallace Reid is the screen's most popular actor.

A romance of race-track love and business. Roaring with daredevil driven speed cars! Tingling with rivalry, trickery, danger! Strewing a thousand smiles on the road to happiness. A picture that starts old Father Time the laugh. Fatty Arbuckle in Paramount—Arbuckle comedy, "Out West."

**Friday, September 2nd**

Main feature, Thomas H. Ince presents "The Bronze Bell," with an all-star cast. A smashing tale of dare-devil Yank who made West meet East in India. Because he looked like a murdered prince, the natives forced him to lead a mutiny. Then an English girl got tangled up in his heart, and— You'll thrill to see him fight their way out! Romance that fairly leaps through adventures! Set in the whirl of modern New York and the mystic, gorgeous color of the Orient. Featuring Doris May and Courtney Foote.

Burton Holmes Travel Picture, "Nature's Contrasts."

Paramount Magazine—20th Century Pictionary by Tom McNamara.

Comedy by Jack Scott, "Bud and Susie." Cartoon by Frank Moser.

**Friday, September 9th**

Main feature, Roscoe (Fatty) Arbuckle in "The Dollar a Year Man." The roaring career of the slickest sleuth that ever ran a laundry. Sweeping o'er land and sea, yo-ho! and all cluttered up with kidnappers, spooks and society. A picture that pays one hundred laughs on the dollar!

Mack Sennett Comedy, "The Gingham Girl," featuring Louise Fazenda, Billy Armstrong, Billy Bevan.

Paramount Magazine—20th Century Pictionary, "Recreation," by Tom McNamara. "Things That Never Happen," by Jack Scott and Gwen Sears. "Bud and Susie." Cartoon by Frank Moser.

**NICHOLS PULLS A THRILLER**

While the National Guard of California was encamped for its annual maneuvers at Yosemite last month. Lieutenant Nichols, of Company "B" (the Pacific Electric Company), provided a thriller and much hard work for his fellow militarists by getting off trail on Sentinel Rock, and lodging in a crevice from which he could not escape. His rescue is described in press dispatches of July 18th, as follows: "One hundred men, divided into three relays, and using more than 500 feet of rope in Alpine fashion at day-break today rescued Lieutenant Fred W. Nichols, of Los Angeles, from Granite ledge, near Sentinel Rock, where he had been marooned nearly twenty-four hours. Thirty men in addition to his National Guard company, effected the rescue. The party worked under the direction of park rangers.

"The ropes were lowered a distance of 500 feet from the top of Sentinel Rock, Nicholas being hauled up several hundred feet at a time by the three relays of men who risked their lives on the edges of sheer precipices.

**PACIFIC ELECTRIC RAILWAY COMPANY  
OPERATING REVENUES AND EXPENSES, TAXES AND INCOME  
ACCOUNTS—JUNE, 1921**

Passenger Revenues .....	\$ 980,311.74	
Freight and Switching Revenue .....	367,519.35	
Other Revenue .....	61,464.38	
<b>Total Railway Operating Income .....</b>	<b>\$1,409,295.47</b>	
<b>Total Railway Operating Expenses:</b>		
Wages .....	\$ 718,551.16	
Other Charges .....	393,782.01	
Transportation for Investment—Credit .....	3,593.21	1,108,739.96
<b>Revenue, Less Operating Expenses .....</b>	<b>\$ 300,555.51</b>	
Depreciation .....	\$ 22,950.57	
Taxes Assignable to Railway Operations.....	56,522.64	
<b>Total Depreciation and Taxes .....</b>	<b>79,473.21</b>	
<b>Revenue, Less Operating Expenses, Depreciations and Taxes....</b>	<b>\$ 221,082.30</b>	
Non-Operating Income .....	7,965.38	
<b>Net Revenue .....</b>	<b>\$ 229,047.68</b>	
Interest on Bonds and Other Debt .....	\$ 319,352.33	
Rents and Miscellaneous Income Deductions.....	37,224.13	
<b>Total Deductions .....</b>	<b>356,576.46</b>	
<b>Loss for month .....</b>	<b>\$ 127,528.78</b>	

H. A. CULLODEN, Auditor.

Los Angeles, California, July 28, 1921.

**CO. "B" NATIONAL GUARD TRIP  
By Captain C. H. Belt**

Company "B," 160 Inf. C.N.G., 80 strong, left Los Angeles July 9th with other units of the National Guard, bound for Yosemite Valley to take part in the National Guard encampment at that point. After twenty-four hours' journey on the train, we arrived at El Portal at 7:45 p. m. Sunday night; we then marched eight miles to Cascade Falls and camped for the night. At 5 a. m. Monday morning we were awakened by the bugle, breakfast, and marched the remaining six miles to the permanent camp, arriving there about 10 a. m. On our arrival we found that our tents were put up and it was only necessary to straighten and clean up the camp when we arrived.

Tuesday morning we started out on the schedule of drills provided for us, and with the exception of the following Sunday and pay day, we drilled every day. After retreat at 6:15 p. m. men were given relief until 11:30 p. m. to enjoy themselves as they saw fit. Many of them went to Camp Curry and others to Yosemite Lodge. The people of Yosemite Valley treated us fine and every one had a splendid time. The company made a splendid showing and inspectors reported it one of the best on the field. This was due to the interest the men took in their work and made it very easy for the officers to get results.

While at camp, our company was placed at the head of the regiment, and we led on all parades and reviews held. From now on, whenever the 160th parades, Company "B" will lead the line.

Many funny incidents occurred while in camp. On the first day some of the men caught a fawn deer. We could not keep it, however, on account of it not being allowed by the park authorities. We also developed what is known as "gold brick" soldiers. Sergeant

Blakeley heading the list and Corporal Hatch running him a close second.

Roy Volkhart was very sick the last three days in camp, but suddenly got well when he boarded the train at El Portal.

Lieut. Nichols is a fine fellow, but if it had not been for his family we honestly believe he would be on Sentinel Rock yet. Ask any of the twenty men who went after him.

Taking it all in all, we had a wonderful time. Want to go again and know it has benefited us all.

We wish to thank the officers of the Pacific Electric for permitting us to be absent during the rush week, and we all come back feeling that no one could work for a better corporation than ours.

**UNIFORM DEPT. CHANGE**

With the close of July the joint arrangement for the operation of the Uniform Department with the Los Angeles railway was discontinued, on account of that company moving to its new building at Eleventh and Broadway. Our Uniform Department continues, as heretofore, under the management of Mr. Lloyd Hart at 218 Pacific Electric Building. Mr. Hart is ably assisted in alteration work by Mr. Tarkis Peters and Mr. Patrick Lynam.

**COMPTON AGENT HONORED**

H. E. Foskett, Agent at Compton, was recently elected President of the Chamber of Commerce at Compton. He has made himself extremely popular in his district and his activities in the Chamber of Commerce undoubtedly have increased the value of his services to the company.

H. E. Miller, our Chief Dispatcher, has reassumed his pleasant disposition since the return of his wife from an extended visit through the middle-west and northwest, including Seattle and Yosemite.

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## GENERAL FREIGHT DEPARTMENT NOTES

By W. N. GEORGE

The resignations, July 31st, of Mr. George F. Squires, Mr. F. F. Willey and Mr. W. G. Perego, chief clerk, chief tariff compiler, and travelling freight agent, respectively, of the general freight department, while not unexpected, were, nevertheless, viewed with extreme regret by their wide circle of friends and acquaintances in the company.

These gentlemen have associated themselves in a general traffic service undertaking known as the Traffic Service Association of Southern California, with offices in one of the prominent downtown buildings, and will devote their activities in the future principally to the needs of the Southern California shipping district.

Entering the service of the Pacific Electric while yet in his early youth, Mr. Squires has, so to speak, ascended the refining ladder of experience to his present success rung by rung, step by step, doggedly hewing his way from the "job" of an assistant station agent, in 1908, on upward through the various grades of the operating and other departments to the post of chief clerk of the general freight department, his last assignment with the company.

Mr. Willey entered Pacific Electric service from Eastern lines, forming his first connection with the company through the auditing department. For the past year and a half, however, because of the wide range of knowledge of tariff intricacies and due to his special adaptability to that line of work, he has been in charge of all tariff compilations of the general freight department. His services have been unusually meritorious and his expert proficiency in rate construction has caused him to be held in high regard throughout traffic circles of Southern California.

Like Mr. Willey, Mr. Perego came to the Pacific Electric from Eastern associations. He has been engaged principally since his connection with the company in the Loss and Damage section of the freight claim department, displaying there exceptional ability as a claim investigator. On the death of Mr. Geo. H. Payne, a few months ago, Mr. Perego was drawn into the general freight department proper, succeeding Mr. Payne as travelling freight agent. In his short tenure of office as an "outside" representative of the department, Mr. Perego, through his personality and resource, already had begun to make his presence widely felt among trade and shipping interests, being held in high esteem by all with whom he came in contact.

While the loss of these old employes is, of course, a source of much regret to the immediate department and to the service as a whole, they take with them in terminating their connection with the company, abundant best wishes and hopes for their future success.

Succeeding Mr. Squires as chief clerk of the department, Mr. A. E. Norrbom, whose connection with the company extends back to June of 1920, has re-

linquished his duties as chief rate clerk and tariff compiler and will henceforth devote his time to the requirements of his new assignment.

Mr. Norrbom, who, except for a single slight deflection, has consistently been "a railroad man" during his entire business life, was, previous to his connection with the Pacific Electric, in the service of the Denver & Rio Grande Railroad, at Denver, with which company he began his career in the spring of 1916, in the office of the freight claim agent of that line. A few months later he was transferred to the general freight department, where he remained until May of 1919. He was next connected with the Denver District Freight Traffic Committee, leaving that organization to migrate to California. Beginning his service with the Pacific Electric as secretary to the general freight agent, Mr. Norrbom has, through force of application and intelligent discharge of his duties, advanced rapidly from one assignment to another; and this his most recent promotion is universally regarded by his many friends as a merited reward of his efforts.

Mr. R. T. Keating, for a number of years prior to 1920 an employe of the auditing department—leaving the service in that year to engage in automobile sales activities—returned to the Pacific Electric June 9, 1921, as assistant rate clerk in the general freight department.

Mr. M. D. Rosenberger, formerly in the company's service at the Los Angeles freight terminal station and later connected with the freight claim department, has been transferred to the general freight department as statistical clerk.

Mr. D. W. Layne, known to his intimates as "Slim," has been recalled from the Claremont agency to fill the post of travelling freight agent, succeeding Mr. Perego, whose resignation is noted in a previous paragraph, in that position.

Mr. F. C. Weeks, general agent, and Mr. Fred Grant, chief clerk of the freight claim department, both returned from a fortnight's vacation.

### TERMINAL FREIGHT STATION

Charlie Holt, Jack Grimaud, and Walter Cochran are visiting the folks back home.

A. H. Ingold, who was knocked out for several days with the "influend-ways" is back at his desk.

Laird Hail has transferred his activities to the Club for the summer and is expecting to return to college in the fall.

And there you are, if it were not for Mrs. Garner faithfully sticking to the ship we would again have all the earmarks of a bachelor's club as in the primitive days before the war.

Vacation time has its appeal to everybody—some to fish and hunt, some to boil and bake at the beach—and our boys in their turn are going in for every variety of recreation.

Miss Inez Rogers, who came out second best in a wrestle with a puppy last April and went to the mat with a painfully broken knee is slowly, and we hope surely recovering but not yet able to be at work.

Likewise Mrs. MacNair who aspired to climb the Alps just beyond Glendora did slip and so badly injure herself that she has been laid up for more than a month. We hope she will soon again be racing for the five fifteen a. m.

Miss Holmes resigned from her position as Collection Clerk July 11th to enter business with her brother at Duarte. When in search of ranch or home in that vicinity don't fail to look up the office of Holmes & Holmes for a square deal.

The last one of the old shop buildings at 7th and Alameda is now being torn away and undergoing extensive alterations that eventually will transform it into Freight Office and Warehouse, the present freight houses having to give way to the ever-growing Terminal Market.

Charlie Schafer has started for a visit with Obregon, but it took Stuart Price to make a clean get away on a long journey. He started July 19th on a tour through the state of Matrimony with the former Miss Muller as a traveling companion. Last reports indicate that the delirious couple had reached Twin Peaks and Little Bear and are now dizzily engaged in trying to cook enough on a camp stove to keep them from gnawing the bark off the trees.

### WAREHOUSE NOTES

What is a checker without the trucker?

Samuel Telfechea has been promoted from trucker to checker.

S. W. DeHaven checker at local freight shed is spending his vacation at his home in Inglewood.

Walter N. King, formerly employed as checker, has returned to the service as foreman at the Outbound Shed. Welcome back to our family.

Juan Martinesy, trucker, is on his vacation. Hope he doesn't get too much "pep" from the rest.

Bailey Arthur is at Alamitos Bay spending his vacation. What we want to know is, why he selected that place. Bailey—Why?

Greg Elias, "Chile Joe," is on his vacation at Catalina Island. We miss his smile and noise.

Dan Davis, checker, has returned from his vacation, having enjoyed many of the side trips over the system.





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Wm. Odell, stevedore at Local Freight Shed is spending his vacation at Albuquerque, New Mexico. Requests transportation for his wife to Los Angeles. "Good Luck" to you Bill, as you didn't have a wife when leaving.

Arnold B. Winquist is improving his vacation by painting his house and a few side trips over the line.

We are very sorry to hear of the deaths of Andrew Larson's wife, who died July 13th, and William Hon's father who died July 10th. The sympathy of all is extended them.

### ACCOUNTING DEPT. NOTES

By F. H. Gilbert

The Accounting Department's ball team is producing results, as will be seen by the following:

- P. E. Team. 11 General Petroleum.. 19
- P. E. Team. 2 Downey ..... 8
- P. E. Team. 14 Bayer-Rothgeb I.Co. 12
- P. E. Team. 7 General Petroleum.. 3
- P. E. Team. 10 Zellerbach Paper Co. 2
- P. E. Team. 19 Bayer-Rothgeb I.Co. 1
- P. E. Team. 3 California Hardw're 2

Our old stand-by, Mike Levin, returned to the pitching list in the game with the California Hardware Club, doing some of his finest work. He still has the good right arm and that famous smile that generally "gets 'em." Yes, he can hit the ball too. This makes five straight games for the quill drivers, which gives the boys sufficient conceit to talk about winning all the games for the rest of the season. Here's good luck to their efforts. All ye baseball fans should attend these games and lend your "yells" to help out.

We are all glad to see Mrs. Barlow back at her desk after the accident on the 4th of July at Balboa.

"Bob" Labbe is back from an enjoyable time at the Vacation Home, bringing some most interesting pictures of nature.

We hardly know whether Earle Moyer is trying to join the gang in the "bald-headed row," or whether he gets too close to the lawnmower, but nevertheless he came back from his vacation minus his dome covering, and looks more or less a fright. He claims the fishing is good along the shore at Alamitos Bay.

Our "boss" stenographer, Miss Ward, is seeing the sights of Yellowstone Park, and if she sees no snakes will probably have a fine trip.

It is with pleasure that we hear from one of our enterprising co-laborers, who left us for better or for worse, Ora M. Richardson, of the Valuation Bureau, who is now a full-fledged Doctor of Chiropractics. If your nerves need toning up, call on the Doctor.

"Oh, Estelle, wouldn't you like to have been made love to by an old time knight?"

"Nix—on that—kiddo—sitting on an iron knee never appealed to me." —Florida Times-Union.

## Transportation Department News

Track Department is putting yellow targets on switch stands all over the system. Trainmen welcome these, as they indicate positively that switches so marked are spring switches and may be run through under control without being thrown.

The July Magazine went to press too early to contain any note of 4th of July travel. The three-day holiday, 2nd, 3d and 4th, spread the travel out so that no records were broken. The Sunday travel was disappointing, but Monday found the Transportation and Mechanical Department men "in the collar" with some perspiration showing. Count of through passengers, outbound, on Venice Short Line on the 4th was 31,366. Other lines while not so heavy as this did good business, and the day passed with no serious accidents or troubles. The management congratulates all concerned on the good showing made.

Metal containers for conductors' are being distributed in Mr. Scott's office. These take the place of the hand "grips" it has been necessary for conductors to purchase heretofore. They are small enough to be put into lockers provided for the purpose on all cars, and it is expected that their proper use will eliminate the loss of tickets which has been so common in the past. These containers are being issued as part of each conductor's equipment and they remain the property of the company.

The Elks' Convention brought crowds downtown for the parades on July 14 and 15. The crush after the night parade on the 14th was like the "good old days" the old-timers tell about—**Everybody got home safely.** That is what we like to make the record at the end of each perfect day.

Many comments were heard on Pacific Electric service and Pacific Electric men during the Elks' week, most of them favorable, particularly as to the uniform courtesy of conductors and motormen. But, alas, some of us fell down and left a disappointment in the memories of our guests by incivilities, that may never be removed. Strangers never do know as much about our town or our road as we do and they have to learn by asking questions. You did, yourself, when you first came. So why assume a superior air and make comments about our patrons or those who would be our patrons if they were properly met and encouraged to ride with us?

We are salesmen for our company and have only transportation to sell. Courtesy is something every salesman must have or he is not a salesman. Our wages comes out of the sales—no sales, no wages. Every one of us can make friends for the company by his pleasant and accommodating attitude or he can make enemies by incivility. Every time an employe drives

business away by incivility he endangers my salary and yours; he is a detriment to all of us. If you see anything of the kind call the man at once; it is your business he is hurting. If he will not mind his ways he ought not to be here but in some business where he is not handling the public.

### WESTERN DIV. TROLLYGRAMS

By E. C. Brown

P. E. Annual Picnic will be held at Redondo Beach August 27th.

Conductor Hoppenrath of Sherman is building a house in South Hollywood. Hop to it, Hop!

Conductor Black spent three days at Orange and Newport Beach, visiting friends and relatives.

Motorman Wellbourne of the Mail Car is visiting relatives and friends in New York City.

Motorman Starr and Conductor Mass spent a few days at Peck's Beach among their old friends.

Motorman Harper and Stowell have returned to their work from their vacations spent at the Beaches.

Conductor V. L. Webb who was struck by a speeding automobile, is getting along very nicely.

Conductor Staudigal of L. A. Yards is strutting around these days; a fine baby boy arrived at his house the other day.

Conductors McMunn, Stromwell and Faber are enjoying a vacation at P. E. Camp.

We are sorry to know Motorman Lane of Redondo was sick and could not enjoy his brother Bill's Convention. He is all right again and is back on the job.

Conductors Young and Walley have returned after their delightful trip to New York. Whereas they like the East, they both say Los Angeles is the only place to live.

Conductor E. A. Robson and wife who were recently married, were entertained at a shower at the home of Motorman Masterson and wife. A large crowd were there, and voted it to be one grand evening.

Conductor Denn of Hill street, an Elk, took a prominent part in the Elk's Parades, and says that he will parade with them in Atlantic City next year. Ataboy!

A number of the P. E. boys were royally entertained by Motorman Leete and wife at their home the other evening. The occasion being Mr. Leete's birthday.

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Conductor Einert and Motorman Serano have returned to work from the National Guard encampment in the Yosemite Valley.

Our next get-together meeting takes place August 15th at the Pacific Electric Club. A large attendance is expected.

Conductor E. L. Marvin is now working as extra dispatcher and likes it very much. Good luck to you, E. L.!

Friends of Motorman L. T. Huffman will be pleased to know he is at work again, after a slight accident.

Motorman Harriman is back on Redondo Line again. Van Nuys' Line not being near enough to the ocean.

Any items of interest for this column will be appreciated. Address same to C. E. Brown, Hill Street Station.

On Tuesday, August 16th at the P. E. Club, 8:00 p. m., a beautiful piece of art designed and made by Motorman A. Greutz will be unveiled. Trainmen of the Western Division are asked to come. Bring your wives and families.

### SOUTHERN DIVISION NOTES

By F. J. Oriva

The boys would like to know how Motorman C. A. Newman is getting along on his Banana Ranch in Florida.

Conductor B. H. Sutton is the proud father of a 9-pound boy who arrived June 2nd last. Sutton walks around now with his chest very high.

Conductor A. Hessemer is now working a trailer run following run No. 84, Long Beach. He says he does not like to be the boss of a train.

Our well known switchman, Tauscher, of San Pedro is now working passenger. He bumped E. C. Robertson on run No. 11.

Motorman C. M. Heard says he can't get used to night work so he bumped on run No. 84, Long Beach.

Conductor F. T. Blakeley is now working run No. 31 Redondo Beach Line. He was waiting 2 years for this run and finally got it.

Motorman G. Bauer is sure doing fine in the coasting. He has a 59 per cent coasting record. Keep up the good work.

The boys were surprised one day a short time ago to see our well known switchman, Bob Lowe, dressed up in the uniform of a Mexican officer.

Motorman E. Combs is doing fine in coasting and we hope he keeps up the good work. Other motormen should try and keep up to him in coasting.

The boys are glad to see Conductor R. E. Lindsley getting along nicely in the dispatcher's office.

We were sorry to see our switchman, C. Hunt, go back on the road as he was sure always on the job.

Boys why are the conductors and motormen working on 700-class cars always dolled up better than the crews on the 800-900-1000-class cars. Answer: Because they have mirrors on the inside of the cars.

### NORTHERN DIVISION NOTES

By P. H. Riordan



The Long and the Short of It on the Northern Division

Conductor H. K. Riordan is back after a trip north.

Motorman H. M. Wade is the proud papa of a baby girl.

Motorman C. L. Laytham is back to work after a trip East.

Conductor E. L. Gulden is back to work after a trip East. It is said that wedding bells were the cause of the trip.

Conductor R. H. Dorman is back on his run after working at Alpine in place of E. B. Griffin, who was away on a trip north.

Operator L. E. Wright is around boasting what his boy is doing. Said boy is about a week old.

Conductor Flint working No. 23 Oak Knoll went home yesterday to see what the Stork had left at his house. Found a bouncing girl.

Conductor W. Carrier is figuring how long it takes to build an ice plant. Cheer up "Bill," Dorman is always ready to relay you.

Conductor R. Swanson is back on No. 1 Short Line. Berdoo must have lost its charm.

Terminal Foreman F. C. Roberts is away on his vacation.

Mr. H. E. Rodenhouse, Asst. Supt. at Pasadena is the proud possessor of a new Sedan Automobile. At the present writing there have been no accidents or fines. The price of gasoline ought to be going down if the amount sold has anything to do with it.

### DON'T MR. TRUCKER

Don't be late to work or your check might be short or maybe it means your walking papers.

Don't rush when you are loading or unloading as you are taking a chance of hurting either yourself or others, or the company. What you do, do right. If you are in want of promotion don't be afraid to work but help your checker in all you can do, and he will help you.

Don't be a trucker all your life.

Don't overlook a load when you are delivering it, but be sure that the freight you are giving is in good condition as your checker might have overlooked it.

Don't throw nails or boards with nails on the floor or any other place where men will be working as they, or perhaps you will feel the results.

Don't throw your slips away when you are loading, but hang them on the nail in the car.

Don't rush when you are loading a car, but be sure that you are putting the freight in the right car. If you are not sure, look your slip over, for a slight mistake may mean a delay and a suit to the company.

Don't be grouchy if you have to work a little overtime, remember that you are late to work many a time and the boss only smiles as he understands you just couldn't help it.

Don't go to your foreman with personal matters for he has all the troubles he can handle, without your gossip or tales. If you can't get along with some one, talk to him like a man and settle between yourselves.

Don't kick about your job, as you must remember there are many others who can take your place.

"I'm sorry to see you here," said the friend of a convicted bank embezzler.

"Oh, there isn't much change, after all," said the prisoner, cheerfully.

"No?"

"You see, I had been shut up in a cage and looking through bars for years before I came here. These ars are just a little thicker, and instead of being brass they are steel."

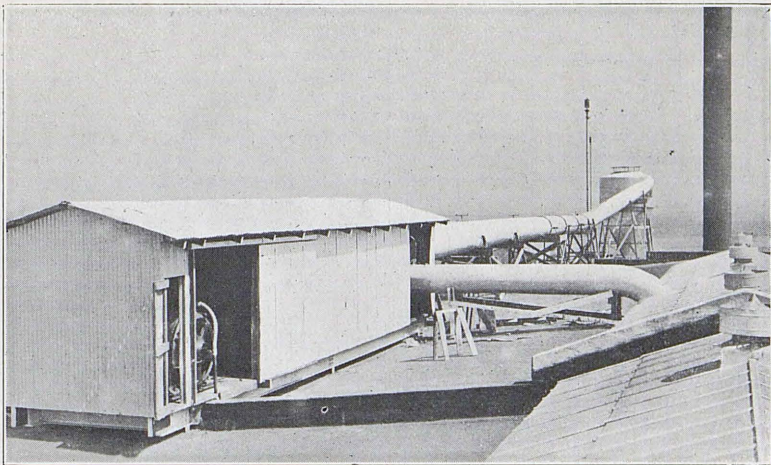
### Figures Never Lie

"What are the chances of my re-

covering, doctor?"  
"One hundred per cent. Medical records show that nine out of every ten die of the disease you have. Yours is the tenth case I've treated. Others all died. You're bound to get well. Statistics are statistics."—American Legion Weekly.

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Dust Exhaust Plant Just Installed in Our Shops at Torrance

## RESORT HAPPENINGS

By W. A. McCAMMOND

### REDONDO BEACH NEWS

The employes of the bath house had a very jolly time at a weiner roast which they held on the South Beach on Wednesday evening, July 27.

Some little excitement was occasioned on the water front on Thursday morning, July 14th, when the bath house whistle screeched out a fire signal. This was only a fire drill for the employes of the water front so as to make them conversant with the various fire signals in case of necessity.

There have been quite a number of picnics held during the month, including Renshaw, Jones & Sutton employes; Southern California Gas Company employes; Crown Laundry employes; Pacific Fruit Express Company employes; Barton Homes for Boys and Girls, and various other smaller organizations. All of these picnics were well attended and very successful.

The Fraternal Brotherhood will hold their Silver jubilee celebration at Redondo Beach on Saturday, August 13. The Model Grocery Company's employes will hold their picnic at Redondo Beach on Thursday, August 18, and the big event, Pacific Electric employes' picnic will be held on Saturday, August 27.

The visit of the Elks to Redondo on July 11th, brought an enormous concourse of people, the biggest percentage of which traveled by automobile. The big doings at the club proved very successful, and the parade, which consisted of the Elks, Drill teams, bands and last but not least the bathing fashion show was something worth while. The carnival ball was a brilliant one and the very elaborate display of fire works on the Muni-

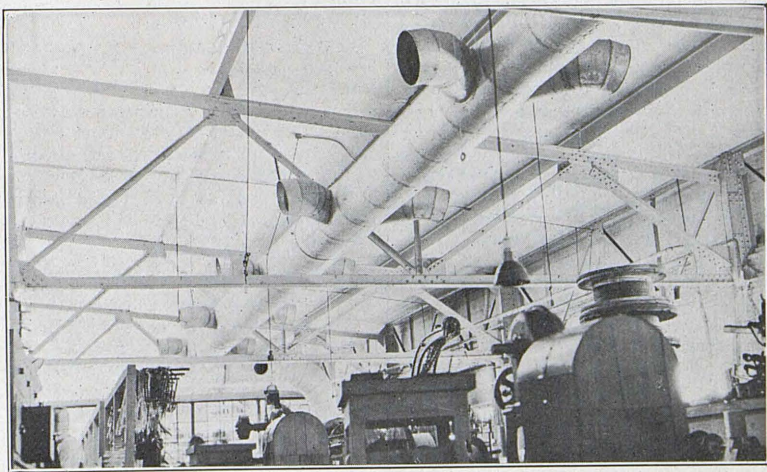
cipal Pier ended up the big day's events.

On Saturday, July 16th, there was staged at Redondo Beach what was called "Kiddies Day." There was free use of the picnic grounds and play ground for all the kiddies and an all-star vaudeville show was put on in the afternoon for their special entertainment. This show consisted of novelty acts put on by various entertainers—from the Orpheum and Pantages circuits, and an old-fashioned Punch and Judy show wound up the performance.

The members of the Redondo Beach Concert Band have been making a wonderful record for themselves during the past month. On Monday, July the 18th, they played a concert in

Fairmont Park, Riverside, to an audience of over eight thousand people. Two thousand balloons advertising Redondo Beach were given away to the kiddies. On Monday, July 25th, they were the guests of the Van Nuys Chamber of Commerce to a trip through the San Fernando Valley and dinner at the Hollywood Country Club, afterwards playing in concert at Van Nuys to an audience estimated at three thousand people. One thousand aeroplanes featuring Redondo Beach advertising were given away to the kiddies. On Monday, August 1st, they visited the Greek Theatre in Ganesha Park, Pomona, and gave a wonderful program to a very enthusiastic audience, which numbered in the neighborhood of thirty-five hundred people. Fifteen hundred advertising balloons being given away to the kiddies.

On Sunday, August 7th, Redondo Beach staged one of the most unique spectacles that has ever been presented at any beach. A bevy of Southern California's most beautiful moving picture girls, under the direction of Miss Jewel Pathe, appeared in parade and revue representing fairies from the mountains, dells, woodlands and beaches. The company arrived in eight Elgin automobiles and made a wonderful showing dressed in the various gorgeous and unique costumes, which were all surmounted with wings. The Revue took place in the music plaza and the prize winners in each class appeared in the dance hall in the evening at 9:30, at which time the prizes were awarded. The musical show which was taken part in by members of the company, consisting of singing, dancing and musical acts, proved very popular. This attraction was the means of drawing a record crowd to the beach, and the big plunge was one seething mass of swimmers all day long and the space in the pavilion proved quite inadequate for the enormous number of people which assembled in the hall during the evening.



Showing Room Installation of a Part of Exhaust and Ventilating System at Torrance Shops





## "UNCLE SAM"---GENERAL MANAGER?

From SALT LAKE KAR-FAX

Edward N. Hurley asks this question: "Shall we pass the buck to Uncle Sam?," in a recent issue of "Collier's Weekly." What Mr. Hurley says bears weight—his statements are based on a long experience and period of observation. It can be taken for granted that Mr. Hurley knows what he is talking about. We quote extracts from his article:

"You probably debated it in high school. It used to be an academic question. 'Resolved: That public utilities is for the best interests of the people.' That was one of the stock subjects for amateur debates. . . . Students of political economy, detached from affairs and of a liberal turn, reasoned that since these corporations played so large a part in our life, they ought to be owned by the people. Others, seeing the large political influence of the utility companies, looked to public ownership as a method of attaining more decent politics. If the corporations corrupt the politicians, then take away the corporations.

"I do not know whether politicians corrupt corporations or corporations corrupt politicians. That question will be decided when we decide which came first—the chicken or the egg.

"The point that we today must decide is quite aside from corruption or politics; the utility companies have not enough money to pay their bills, let alone corrupt anyone. What we now have to consider is public ownership as a salvaging process."

Mr. Hurley mentions that every railroad and public utility man knows that the public is not getting the kind of service to which rates should entitle it. Continuing, he says:

"None of the railroads is prosperous; I can count on my fingers the public utilities that are earning a satisfactory profit. None of them have the money for the extensions and improvements necessary to keep pace with the growth of science and population. These corporations are privately owned—that is, their property is held by a great many stockholders. These stockholders are dissatisfied; few of them are getting dividends.

"On the other hand, the public is, in the main, extremely dissatisfied with the price it is paying both for long and short-distance transportation, for gas, and for light."

A minority group, explains Mr. Hurley, is clamoring for public ownership, thinking this to be the panacea for all ills connected with public utilities.

"I am against public ownership because I think it gives less for the money than private ownership. It always has given less whenever tried. That it always will give less I leave to the philosophers. The human beings we now have and the government we now have are not suited to public ownership. Of that I am convinced by experience and by observation.

"Let me dismiss at once the matter of honesty. There is no particular difference between public and private honesty. There are a few crooked poli-

ticians and a few crooked corporate managers. There are fewer of them now than ever before. A man discovers for himself that the struggle to get something for nothing is not worth while. The big corporation discovered that long ago. Labor is just beginning to discover it. . . .

"If all the managers of utilities today are dishonest, if labor is grafting, then that is the cause of their present plight, and it would not be helped by putting them under the Government—for a crook is a crook wherever he may be. The government taking over these utilities would have to take particularly these same managers and men. They are the experienced men—no others are available. But these men are not dishonest; they are honest. They would be just as honest under the Government—but they would not be so efficient. They could not be. They would be prevented from being efficient. And that is the crux of government ownership."

Private profit is the incentive to efficiency, and Mr. Hurley makes this point:

"It does seem reasonable that if private profit cause bad service the withdrawal of the incentive to private profit ought to give good service. That is as clear as the nose on your face. What first unsettled, with me, the compelling logic of this phase of public ownership was the discovery that these corporations which put profit above service rarely gained any profit, and that although in such cases the public was indeed ill served, it was not half so ill served as the stockholders.

"The element of profit could easily be withdrawn by substituting public ownership, but would that in any way help out the management side?"

### Politicians Inefficient

Office-holders, asserts Mr. Hurley, become responsibility dodgers, consciously or unconsciously. They can't be anything else in our system of government. He goes on:

"Could not a man be so placed that he had to be responsible? (He has reference now to managers of public utilities under government ownership.) He could, but it would change the theory of our government. We might in time create an efficient executive bureaucracy, but unless it were answerable to the government it would manage the government and we would cease to be a representative democracy. And if the men were answerable they would, as at present, become skilled in avoiding responsibility. Or if they were made answerable directly to the public through recall, imagine the situation. Can you see yourself balloting on the management of the local railway?"

A government undertaking rarely gets through on the appropriation originally given to it, Mr. Hurley reminds us.

"The Hall of Fame should be open

to a government officer who finishes a job without asking for more money. The personal relation to the money is not present. The source of the money is far away. It is more important for the man on the job not to make errors that can be investigated by Congress than to do a good job. He may not intend to take that attitude; he is forced into it by circumstances. If a private corporation incurs debt that it cannot pay, it fails and the officers lose their jobs. But a government undertaking merely goes back to the trough for more money."

A public utility cannot exist without money. And the money must come from one of two sources—from rates or fares, in the case of a privately owned company; or from taxes in the case of an inefficiently managed public owned utility. Mr. Hurley makes this plain:

### Someone Must Pay

"If one could ride on a street car without paying a fare, the result would be a considerable relieving of the congested districts and a great boom in outlying property. I can easily see the case on this basis. The privilege of free transportation might or might not be abused—probably it would be. It is not on all fours with free schooling. A youngster can stand only so much education at a time.

" . . . The record shows that public ownership must eventually mean tax-supported enterprise with the people paying more for less service under government than they would for more service under well-managed private ownership. They would pay more in taxes for the support of free transportation than they now pay in fares."

What about the government owned Post Office? Mr. Hurley answers this question:

"We are accustomed to thinking of the management of the post office as an example of what public ownership can do. Assume that its handling of mail is 100% perfect, that every good American takes off his hat reverently whenever he passes a letter box, and that all post office employes are well paid and happy. Assume all that. Now, then, no human being knows how much it costs to run the post office. For the post office does not pay one penny in interest for its investment in equipment. It has the use of millions of dollars worth of property free of charge. We citizens have paid for that property in the past. The heaviest charge on the private corporation, over and above wages, is the interest upon the capital invested. That charge is wiped out on the government books. No private corporations have ever had that advantage. It could not have; if the owners did not take account of their capital account, they could not stay in business. The utility corporation must invest a good deal of money before it can start to give service. It cannot collect that money in charges; it must make charges that will cover only the actual cost of the service, plus a profit plus interest on the money invested plus a small charge for amortization. It cannot in general juggle its books to show a profit; the interest upon its capital must be paid.





# Transportation Department Meetings

## NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held on July 19 at the Pacific Electric Club, Chairman McDaniel calling to order at 8:15 p.m.

### Unfinished Business

That heavy rails on the San Antonio Heights line are needed.

Disposition: As this would cost about \$30,000, it was decided to let it drop for the present.

That weeds at H Street, LaVerne, be cut.

Disposition: This has been done. Attaching carbon to train order blanks; also clearance cards.

Disposition: On account of the carbon wearing out before the pad was used up, it was decided that the present method is better, since the clips to hold the train order pad have been placed in all telephone booths.

That blocks be changed at Echandia Junction to give outbound trains from local track to main line more protection.

Disposition: This was referred to Signal Department and reported present plan O.K., but as this was brought up again at the Safety Committee meeting, it will be checked up again and the necessary action taken.

That the light box now on pole 18633 at Colorado and Salt Lake station, Pasadena, be changed to pole 18632.

Disposition: This will be changed.

That a blind be placed in front of toilet on the Short Line side of depot at Sixth and Main streets.

Disposition: On account of the passengers being on the outside of screen, it was not considered necessary.

That trainmen entering the service in August, 1919, be allowed to take vacation in June and July, and not be paid for the vacation time until after the proper date, August 19th.

Disposition: It was thought advisable to adhere to the original rule.

That seats are not properly cleaned in 170 and 1200 class cars.

Disposition: This has been taken care of.

That a tower for flagman be erected at S. P. crossing on Aliso street.

Disposition: Central Safety Committee reported favorably on this. It is now up for approval.

That dirt and rust be emptied out of the water coolers on the 1200 class cars oftener.

Disposition: This has been given the necessary attention.

### New Business

Motorman Evans: That the Orange Grove Avenue stop be moved south to the safety stop, which is only a short distance.

Disposition: Referred to Mr. W. B. Foote and Mr. J. Birmingham to take up with the city authorities and get permission, if thought advisable to move it.

By Mr. Evans: That the hood on the new light circuit at Pomona Junction is too large. Sides drop down too far for motorman to see the lights.

Disposition: Referred to Mr. Foote for investigation and report.

By Conductor Snedeker: That the P. E. Uniform Department carry a line of alpaca coats.

Disposition: This will be taken up with the Uniform Department for consideration.

By Conductor Snedeker: That trip sheets be uniform in size and made to fit the holders now being sold by the Uniform Department.

Disposition: Mr. Birmingham stated that new ones are being printed, that he would take this up.

By Motorman Maginnis: That the newsboys at Valley Junction run in front of trains and it should be stopped.

Disposition: This has been reported to special agent and will be given the necessary attention.

By Mr. Maginnis: That the chain on the switch on inbound track leading to

South Pasadena Line at Mission and Fair Oaks, be made longer.

Disposition: Referred to Mr. Rodenhuse for necessary attention.

By Motorman Paulsen: That a cross-over wire be installed at Los Angeles and Commercial Street cross-over.

Disposition: This was up before and recommended.

By Motorman Maginnis: That motor 1455 has a poor gong, will not ring loud at times; also some of the 1430 class; and windows dirty.

Disposition: Instructed to make Miscellaneous Report, giving car numbers and they will be given the necessary attention.

By Motorman Paulsen: That the indicators will not stay in proper position on cars 467 and 513.

Disposition: Referred to the Mechanical Department for necessary attention.

By Motorman Paulson: That the Sierra Vista dash signs need repainting and the color changed so that passengers boarding wrong car would be eliminated, as South Pasadena and Sierra Vista signs are same color.

Disposition: This will be requested when signs are repainted.

By Conductor R. H. Dorman: Made a motion that the meetings be discontinued during the months of August and September on account of the heat. Motion was duly seconded and carried.

Disposition: Mr. Bradley stated that we would see what the other Divisions thought of the plan and notice issued accordingly.

By Motorman G. H. Zavos: That the stop signs in Alhambra are located so that the train fouls the streets, Fifth and Wilson streets in particular.

Disposition: Referred to Mr. G. H. Peak to check up and report.

There being no further business, meeting adjourned at 9:15 p.m.

H. L. WIGGAM, Secretary.

## WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:15 p.m. on July 19th, in the Committee Room, Pacific Electric Club, Chairman E. C. Brown calling the meeting to order.

The attendance numbered fifteen trainmen, in addition to Assistant Superintendent Wilson and staff, and Mr. Glancy, representative of Traffic Department.

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

### Unfinished Business

That a landing be placed at Gardner Junction in front of toilet and telephone booth for convenience of trainmen in getting off cars, and to prevent their stepping into puddles of water and mud which form here in rainy weather.

Disposition: Work order is now being prepared to cover this work, and landing will be completed within a short time.

### New Business

By Mr. M. V. Burger: That motormen on Hollywood-Venice Line are complaining that inbound track on Santa Monica boulevard from Twenty-second street to Princeton street, is oily on account of automobiles driving over same, and suggests that track be sanded between these points.

Disposition: Referred to Maintenance of Way Department.

By Mr. M. R. Skemp: That more frequent service be provided on Santa Monica boulevard between 6:30 and 7:30 p.m. inbound.

Disposition: Superintendent will look into this.

By Mr. F. B. Owen: That meetings be held at Sherman to instruct conductors on General Passenger Department Tariffs, Circulars and Bulletins.

Disposition: Referred to Traffic Department for approval.

By Mr. W. D. Bennett: That the men

at Sherman car house would like to have a set of boxing gloves and a punching bag apparatus installed in trainmen's quarters at that point, as they feel that indulgence in physical exercise will be of benefit to them and make them more efficient.

Disposition: Referred to Mr. Mort Stuart.

By Mr. E. C. Brown: Chairman Brown again brought up the question of gymnasium, stating that there is a great need for one in a club the size of the Pacific Electric, that a men's club is not complete without a gymnasium, shower baths, etc., for a large number of men who do not like to play pool and those who derive no recreation from reading that Club members would appreciate this feature and pay additional dues for gymnasium privileges.

Disposition: Matter referred to Executive Committee, Pacific Electric Club.

By Mr. M. R. Skemp: Suggested that when two cars are waiting for lights at Formosa avenue, outbound on Santa Monica boulevard, passengers be transferred from rear car to head car, so that they may reach home sooner. This is at a point where single track operation is governed by light circuit.

Disposition: Plan made effective by Notice No. 171.

### From Suggestion Boxes

By Mr. E. B. Wolfe: That all switches in Hill Street Yard be changed from chain pull to lever throw switches, so one man may do switching without requiring help.

Disposition: Now that the Mechanical Department has taken over the switching of passenger cars, the matter is referred to them.

By Mr. S. J. Burdge: That some signs be printed to be used on outbound South Hollywood cars from Sanborn Junction on, to let passengers know they can get transferred to the beach. This is needed particularly on Sundays.

Disposition: Referred to Traffic Department.

By Mr. Burdge: That the steel floor matting be taken out of cars, as it is hard on shoes of conductor, wearing them out too quickly.

Disposition: For sanitary reasons this cannot be done.

By Mr. R. P. Cameron and five other Trainmen: That sanitary conditions are very poor at end of Echo Park Line at toilet; also that there is no drinking fountain and no place to wash at this terminus.

Disposition: Investigation shows that toilet facilities are sanitary. Drinking fountain and wash bowl not required.

By Mr. F. D. Marcus: That conductors who have not had previous experience in street car work be kept off South Hollywood cars until they have had thirty days' experience on Hollywood Local Line, or change the system of breaking men in so more time will be devoted to South Hollywood Line, to enable the new men to do the work properly when they go out as conductors, relative to fares, fare limits, transfers, etc.

Disposition: Arrangements will be made for increasing time of breaking on this line.

By Mr. J. E. Rooney: That fare registers be oiled, or made to work more freely. Also that dials on fare indicators be set to correspond, this incorrect adjustment of dials being the cause of many wrong registrations of fares.

Disposition: Referred to Mechanical Department.

By Mr. Marcus: That trolley wire at west end of Sherman switch be fixed so conductors will not have to change trolley pole going in on house track.

Disposition: Referred to Electrical Department.

By Mr. Joseph Ross: That some sort of "indication of danger" be placed at mouth of tunnel between First street and Temple street on the Temple street side, outbound. People very often come across from sidewalk and, without looking, step on track and give motormen no chance to see them until too late. Serious hazard of accident exists at this point. A low rail about four feet from the ground and six feet long

PEPICNIC



SAT. AUG. 27TH

would stop people and give them a chance to look around.

Disposition: We already have a warning sign there.

By Mr. S. Baker: That motormen be permitted to discontinue keying coasting clocks on all cars numbering from 200 to 227, inclusive. It is hard to make the schedule with these cars with power on, and when coasting is done, the coasting percentage is so small that it is discouraging to motormen to make a record such as is possible with the above mentioned cars.

Disposition: Referred to Coasting Recorder Bureau.

The question of omitting Trainmen's meetings, during vacation period, in August and September, was brought up by Mr. L. L. Pierce. After considerable discussion, a vote was taken and the majority voted in favor of continuing the meetings without any interruptions.

There being no further business, the meeting was adjourned at 9:20 p.m.

M. MARKOWITZ, Secretary.

#### SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division Trainmen was held July 19th, at the Pacific Electric Club, Chairman Read calling the meeting to order at 8:00 p.m.

Superintendent Davis, Asst. Superintendent Clark, Traveling Passenger Agent Patton, and six trainmen were present.

Minutes of previous meeting approved.

#### Unfinished Business

Telephone out of order at Thirty-fourth street, San Pedro.

Disposition: Mr. Anderson reported phone has been fixed. In cases of bad order to telephones, or any other trouble, dispatcher should be promptly notified so that line crew may look after it immediately.

Rough track outbound, between poles 168 and 169, near Watson.

Disposition: Mr. Johnson reported repairs have been made.

Rough track inbound main line, at Nadeau.

Disposition: Mr. Johnson reported repairs have been made.

Relocate circuit breaker at Ninth and Main streets.

Disposition: Mr. Anderson reported that this would necessitate changes in the feeder line at considerable expense and taking all factors into consideration, the change is not warranted at this time.

Yellow and green flags displayed by track forces after work is completed and men off the job.

Disposition: Mr. Johnson reported that investigation of the specific cases mentioned failed to show track forces responsible.

The matter will be watched.

#### New Business

By Mr. J. B. Murphy: That fare box No. 29 on car 386, needs some adjusting, nickels catch.

Disposition: Referred to Mechanical Department for attention.

By Mr. H. T. Bennett: That high weeds on siding between Ingle Drive and Hawthorne obscure derail and derail sign; should be cleared.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. A. L. Read: That growth of sunflowers along curve between Ocean avenue and brick yard obscures view of two switch targets; this location is on San Pedro-Gardena Line.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. H. E. Combs: That a landing is needed at light circuit box, outbound, at El Morro, Newport Line.

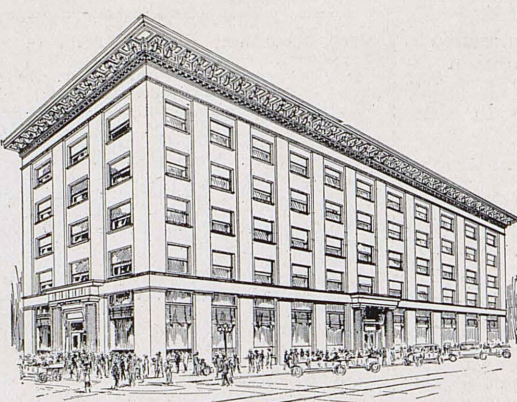
Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Read: That ground should be leveled up around head block, Union Tool Co. spur track, Torrance.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Murphy: That switch box cover, Sixth street and Pacific avenue, be provided with some kind of handhold, to enable trainment to close same.

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1231 South Olive Street Phone Main 600

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. A. Hader: That similar improvement is needed at Seventh and San Pedro streets.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Hader: That trees obstruct motorman's view of highway crossing, outbound, east of Dolly.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Read: That Southern Division Transportation meetings be discontinued throughout August and September, account warm weather and extra duties.

Mr. Hader suggested that a committee be appointed, one man from each carhouse and outside points, to meet on call of chairman if necessary.

Moved and seconded to adopt. Carried.

The Chairman appointed the following:

- A. Hader—Sixth and Main street.
- J. B. Murphy—San Pedro.
- E. H. Combs—Newport Line.
- P. J. McCormick—At large.
- Neil Brock—Santa Ana.
- J. S. Lord—La Habra Line.
- H. C. Houston—Long Beach.
- H. T. Bennett—At large.

By Mr. Murphy: That track No. 1,



**DON'T, MR. CONDUCTOR**

Don't fail to notice in 3rd Revised Page 3, Local Passenger Tariff No. 802, that the defined inter-urban fare limits of West Alhambra are as follows: East, Raymond Ave. (S.P. Crossing); West, Poplar St.

Don't honor tickets or sell tickets, when operating inbound on Watts-South Pasadena Line, to Northern Division points, permitting passenger to transfer at Echandia Junction. Fares named in Tariffs between Los Angeles and Northern Division points, where routing is authorized via South Pasadena Line, apply only on outbound cars, transferring such passengers at Mission and Fair Oaks (South Pasadena).

Don't allow passenger to pay fare from points on Sierra Vista Local Line, to Rose Hill Park, and then pay local 6-cent fare for the purpose of securing transfer in Los Angeles. As no fares are named from any point east of Rose Hill Park to Rose Hill Park, passenger should be charged the Los Angeles rate in such case, and local transfers must not be issued on such fares or ticket collected.

Don't fail, when issuing Form P.C-1 (Green Transfer) on a local 6-cent fare collected, within the defined 6-cent fare limits of South Pasadena, to punch in space provided thereon, "Raymond," "Ostrich Farm," "La Senda" or "La Cresta, as the case may be, according to direction passenger desires to travel.

Don't fail to note that orange colored Southern Pacific ticket, Form 1081, covers round trip between two Pacific Electric points and that entire ticket must not be lifted on going trip. Give this matter careful attention so that passengers will not be deprived of their return transportation.

Don't fail to note that 3rd revised page 25 Newport Beach Line defines Sunset Beach as 23rd Street on the North, and 5th Street on the South, and that specific fares to 23rd Street, Sunset Beach, have been cancelled.

Don't issue East Third Street transfer to passenger presenting TS-1 or triplex transfer at Willowville punched to Long Beach station. Such transfer must be honored to Pacific Avenue station only, without further transfer privilege.

between First and Fifth streets, San Pedro, is very rough and safety cars cannot operate over it except at very slow speed.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Murphy: That switch at Fourteenth street and Pacific avenue, San Pedro, gets clogged up and car won't ground when taking switch.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Bennett: That Standard Oil Company be required to level off station platform where pipeline has been installed at Culler Station.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Bennett: That landing at phone booth, El Poso, should be leveled up.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Bennett: That station platform, inbound, Redondo Line, Hermosillo, should be widened.

Disposition: Referred to Maintenance of Way Department for attention.

There being no further business before the meeting, adjourned at 9:30 p.m.  
G. H. GRACE, Secretary.

CONDENSED STATEMENT

**THE FARMERS & MERCHANTS NATIONAL BANK**

OF LOS ANGELES

AS MADE TO THE COMPTROLLER OF THE CURRENCY  
AT CLOSE OF BUSINESS

JUNE 30, 1921.

**ASSETS**

Loans and Discounts.....	\$20,838,803.88
United States Bonds to Secure Circulation.....	1,500,000.00
United States Bonds and Certificates of Indebtedness...	3,371,765.37
Other Bonds, Stocks and Securities.....	1,049,389.27
Bank Premises .....	450,870.36
Customers' Liability on Letters of Credit.....	177,773.85
Customers' Liability on Account of Acceptances.....	17,996.49
Redemption Fund with U. S. Treasurer.....	75,000.00
Interest Earned, Uncollected.....	117,522.32
Cash on Hand.....	\$1,681,506.87
Due from Federal Reserve Bank of S. F.....	1,900,863.97
Due from Banks.....	3,284,272.70
	6,866,643.54
	\$34,465,765.08

**LIABILITIES**

Capital Stock Paid in.....	\$1,500,000.00
Surplus .....	1,000,000.00
Undivided Profits .....	1,197,443.40
	\$ 3,697,443.40
Reserved for Taxes.....	19,390.53
Reserved for Interest.....	11,441.29
Unearned Discount .....	16,060.89
U. S. Government Securities borrowed.....	1,434,500.00
Letters of Credit.....	252,727.96
Acceptances Based on Imports.....	17,996.49
National Bank Notes Outstanding, less amount on hand..	1,371,000.00
Bills Payable with Federal Reserve Bank.....	550,000.00
DEPOSITS .....	27,095,204.52
	\$34,465,765.08

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.  
(Signed) V. H. ROSSETTI, Cashier.

Correct, Attest: E. D. Lyman, R. F. Gross, T. E. Newlin.

**WE PAY INTEREST ON TIME DEPOSITS**

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