



# The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL. DECEMBER 10, 1921

No. 7

## The Season's Greetings

Christmas and New Year, by long years of precedent, mark the time when man expresses to his fellow man his appreciation, and extends the sincere wish in his behalf of a continuance of health, happiness and the acquisition of the desirable things of life.

At this time it is my pleasure to express to the officers and employes of this company all that the meaning of the Yule-tide Season implies, in appreciation of their efforts in the interest of our joint endeavor—the maintenance and operation of our transportation system; to wish each and all of them a most joyous Christmas, and to express the hope that the coming year—1922—may bring the realization of all their right desires.

Assuring you also of my personal gratitude for your friendliness and consideration, I am

Sincerely yours,

*A. J. Pontius*

VICE-PRESIDENT AND GENERAL MANAGER



# JOURNALISTS ARE ENTERTAINED

Distinguished Editors of Southland Publications Guests of Our Railway at Mt. Lowe Resort



The Two Lone Democrats on Mt. Lowe in Consultation—John King of the Hemet News and Herbert, chief motive force of the Morning Glory Point Railway.

On Monday afternoon, November 28th, this company had the honor and pleasure of being host to a number of the editors of Southern California, and their estimable wives, at Alpine Tavern (Mt Lowe), the editor-



Editor King assumed several attitudes as the Toastmaster; all of them dignified.

At table in foreground, reading around from left to right: John King, President So. Calif. Editorial Association; Friend W. Richardson, Berkeley Gazette; Crombie Allen, Ontario Report; D. W. Pontius, Vice President Pacific Electric.

ial party being accompanied on the journey and during their stay on the famous mountain by members of our official family; and, incidentally, by Friend W. Richardson, editor of the Berkeley Gazette, our present State Treasurer, and possibly (very much so) the future Governor of California, Mrs. Richardson also being a member of the party.

Two special cars left Main Street Station at 3 o'clock Monday with the



General Agent Ed. Sharpe displayed unusual finesse as the impresario.

party aboard, arriving at Alpine between 5 and 6 o'clock, and after being assigned to their apartments and indulging in informal greetings, were ushered into the dining room, where a most sumptuous dinner was served by Manager Vickery and his staff.

Dinner was followed by talks from various members of the party, and as usual at editorial gatherings, much keen repartee indulged in. Introductory remarks were made by Mr. E. H. Sharpe, our



Crombie Allen ex-presidented around some.

**THE LADIES!**  
Goa Bless 'Em!

They were all so winsome, and our space so limited we just couldn't discriminate, hence no special portraits of any of them.

—Editor



En Route to Morning Glory Point.

General Agent in charge of Publicity and Relations, who introduced Mr. John King, President of the Southern California Editorial Association, and Editor of the Hemet News, as Toastmaster of the evening. Among the speakers were Messrs. D. W. Pontius, Vice-President and General Manager; C. H. Burnett, Manager Resorts, Real Estate and Taxes; N. B. Vickrey, Manager of the Tavern; O. A. Smith, General Passenger Agent,

and E. C. Thomas, General Agent, representing this company, and Messrs. F. W. Richardson of the Berkeley Gazette; Crombie Allen, Ontario Report; Harlan G. Palmer, Hollywood Citizen; Col. Geo. A. Barry, Monrovia News; G. F. Rinehart, Covina Citizen; who spoke for the Editors.

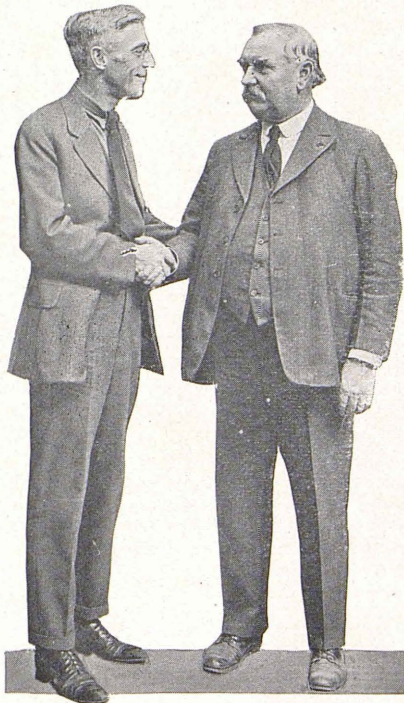
Following dinner, a party was organized for a tour to the Observatory, where Prof. Edgar Lucien Larkin, our astronomer in charge, gave a very interesting lecture and the party viewed the heavens through the telescope, return being made to Alpine about 11 o'clock. Those who did not make the Observatory trip were amused at the Tavern with dancing, cards and other diversions. The festivities did not conclude until about 1:30 a. m. Tuesday morning.



"Beau Brummel" Waite, of San Pedro, as fashionable as usual—yezzzer.



Harlan Palmer, of Hollywood, put several bad punctures in Burnett's jokes. My, he's rough!



Said the coming Governor of California, Friend W. Richardson, to Wallace Meador (alias Woodrow Wilson), Editor Mt. Lowe Daily News, "It's a long time, etc."

On Tuesday, after breakfast, the party moved on a rather go-as-you-please program, some to the mountain summit, others on short hikes or enjoyed the quiet recreations that surround the Tavern. Shortly after luncheon the party returned to Los Angeles.

The layman, as a rule, regards an editor as a rather dignified, studious being, whose "dome" extends into the higher more soteric atmosphere and whose words are supposed to fall upon we lesser lights with a ponderous thud. Not so, however, with the Cali-

fornia genus. He has learned to play; and the collection we had on this occasion were skittish as young colts, notwithstanding many of the above, aforementioned "domes" had been denuded of foliage by abrasive contact with the adamant world; or whitened by the frosts given them by unfeeling, unappreciative subscribers. The urban editor is in a class by himself, in that his publication more nearly

reflects the community of which he is a part. His paper is the intimate communication of the district. At heart he is sincerely interested in every good thing that comes to his people, and strives honestly and sturdily to advise and counsel against the intrusion of all matters that would be a detriment. Charity is his constant associate, and many of the misdeeds of his fellows go unheralded because he has rightly gauged the detrimental effect

publicity would bring upon his community. He has a keen sense of news and its value, but its effect he weighs carefully. He is honest in his convictions, yet would knowingly injure no one; and many times, to his financial detriment, he pockets a loss where he might have profited at someone else's expense. As a whole they are the leaders of their communities in the ways of the real men of their town; they contribute more (financially) in proportion to their ability than any other ten of their associates, and as a rule are appreciated at the same ratio reversed.

We are glad our company could extend to them this outing, as a very small mark of the appreciation in which we hold our journalistic citizens. They hold no brief from us, but they have on the whole, accorded us fair, square treatment in our many problems of public importance. Our relations have been pleasant, honest and sincere, and shall so continue and to these sturdy representatives of the best interests of our State, our important co-partners in the building of this Southland Empire of ours, we extend our salutations and best wishes, and hope that at no far distant date we may again be host to the "Knights of the Quill" of California.



Hargraves "points with pride" to his record at table. Before and after dinner he is there. Best little single-handed pie expert in the business.



Can't lose Col. Barry, of Monrovia, just by cars passing him up. The colonel answers every roll-call.

# NEWS FROM THE PACIFIC ELECTRIC CLUB

## CLUB CALENDAR

December 10, 1921 to January 10, 1922

### Saturday, December 10—

Agents' Association meeting in Assembly Hall at 8:00 p. m.

### Monday, December 12—

P. E. Band rehearsal at 8:00 p. m.

### Wednesday, December 14—

Pacific Electric Rod & Gun Club meeting at 8:00 p. m.

### Thursday, December 15—

Moonlight dance in Auditorium at 8:30 p. m.

Northern Division Safety Committee Meeting in Assembly Hall at 2:00 p. m.

### Friday, December 16—

Regular movie show in Auditorium at 7:45 p. m.

General Staff meeting in Assembly Hall at 10:00 a. m.

### Monday, December 19—

P. E. Band rehearsal at 8:00 p. m.

Electrical Department meeting of all employes of the Electrical Department at 8:00 p. m. Refreshments will be served after meeting.

### Tuesday, December 20—

Transportation Department meeting of all employes of Northern and Southern divisions 8:00 p. m. Refreshments will be served after the meeting. Western Division will meet at Sherman at 8 p. m.

### Thursday, December 22—

Balloon shower dance in Auditorium at 8:30 p. m.

### Friday, December 23—

Regular movie show in Auditorium at 7:45 p. m.

### Monday, December 26—

P. E. Band rehearsal at 8:00 p. m.

### Thursday, December 29—

Aeroplane Souvenir Ball in Auditorium at 8:30 p. m.

### Friday, December 30—

Regular movie show in Auditorium at 7:45 p. m.

### Monday, January 2—

P. E. Band rehearsal 8:00 p. m.

### Wednesday, January 4—

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

### Thursday, January 5—

Regular Club dance in Auditorium at 8:30 p. m.

### Friday, January 6—

Regular movie show in Auditorium at 7:45 p. m.

Southern Division Safety Committee meeting in Assembly Hall at 2:00 p. m.

### Monday, January 9—

P. E. Band rehearsal at 8:00 p. m.

### Tuesday, January 10—

Western Division Safety Committee meeting in Assembly Hall at 2:00 p. m.

## CLUB NOTES

The entertainment given at the Club on November 18th by the employes of the Southern California Telephone Co. was most interesting and entertaining and reflected great credit on the employes of that company, for the moving pictures, playlet, musical program and switchboard exhibition were entirely produced by their own employes, and all the Pacific Electric Railway Company employes who attended were unanimous in voicing that the show was a great success.

**Mechanical Department:** The Mechanical Department of the entire system of the Pacific Railway Company gave a most successful entertainment, social and dance at the Club on Saturday evening, November 26th. A large crowd turned out and all had a most enjoyable time, and, from the number of tickets sold, there is no doubt that the Mechanical Department will have sufficient funds to purchase new uniforms for their ALL-STAR baseball team.

William Stewart, the Pacific Electric Camp caretaker this year, has informed the management that he has been successful in trapping a wild California bob-cat and has added it to the Zoo at the Camp. He hopes to have several other specimens on view for our next year vacationists.

David Metcalfe, son of one of our former officials of the Pacific Electric family, is assisting in the Club office and taking an active interest in the work of the Club.

The masquerade ball held at the Club on December 1st brought out many interesting and novel costumes. The possessors of the best costumes and most unique characters are as follows:

Miss Gail Hall, best lady's costume,

L. A. Sananske, Mechanical Dept., 8th and Hemlock, best gent's costume,

Miss Gertrude Leys, best character, (lady's)

Mr. G. A. Follette, Electrical Department No. 53, best gent's character.

Judges: W. G. Sherlock, H. J. Melville, Mrs. Della Williams, Mrs. Margaret Arnold and Mrs. M. Roland.

The Club presented the above with very suitable prizes, which were greatly appreciated.

## P. E. ROD AND GUN CLUB

A Blue Rock Shoot was held at the Los Angeles Gun Club, near Lincoln Park on Oct. 30th, and was a big success. Ten shooters were out; and, in addition Mr. W. L. Thomas and Mr. J. R. Dougher of the Railroad Division of the Pacific Mutual Life Insurance Company; Mr. Jean E. Adams and W. C. Hunt of the P. J. Flaherty Jewelry Company were present for a short time.

There were seven prizes in all, donated by the following:

1 ten inch loving cup, donated by Mr. W. L. Thomas.

1 California Gold Medal, donated by Mr. Jean E. Adams.

1 gold watch charm, donated by Mr. T. C. Keys.

1 gold pencil, donated by Mr. T. C. Keys.

1 gold knife, donated by Mr. T. C. Keys.

1 gold charm, donated by L. R. Spafford.

1 silver pencil, donated by L. R. Spafford.

Mr. Wiggins carried off the cup; Mr. L. R. Spafford the gold medal; Mr. K. L. Oefinger the gold charm; Mr. L. F. Volkhart the gold pencil; Mr. A. B. McLeod the gold knife; Mr. B. F. Manley the gold charm and Mr. Antista the silver pencil.

Minutes of meeting held November 9, 1921.

Meeting called to order at 8:25 P.M., 60 members being present, including all officers of the Club.

Fourteen new names were presented and accepted for membership.

Secretary reported a total membership of 367, and the Treasurer reported as follows: One \$50 Liberty Bond, shells on hand valued at \$100.65, and \$114.84 in the bank; total, \$265.49.

After considerable discussion, motion was made and carried that the Club purchase six jackets, five of them to be used by the men on the Blue Rock Team, and one for the field captain of the Gun Section. The jackets for the men to read "Pacific Electric Rod & Gun Club" across the back, and the one for the field captain to have the words "Field Captain" in addition to the above.

Mr. Spafford was appointed a committee of one to purchase these jackets.

Motion made and carried that the field captain and the president draw up a set of rules covering the use of these jackets.

Motion made and carried that all members taken in after this meeting be required to pay dues and initiation fees for the year 1922, same to include the month of December, 1921.

The hand bill that was made up to advertise the rabbit drive was presented and approved.

Motion was made and carried that we engage Mr. F. Harvey to take a trailer to the rabbit drive and bring back the rabbits. The Club to pay him \$15 for his services and for the use of his trailer.

Motion made and carried that Mr. D. G. Fovle prepare a set of numbers to be used as a means of identification

for the machines going to the rabbit drive.

Motion made and carried that we have steamed mussels after our meeting in December. Messrs. Spafford and Wooderson were appointed to secure these mussels

Meeting adjourned at 9:45 P.M. and all went to the Auditorium, where coffee and doughnuts were served.

L. F. VOLKHART, secretary.

### MOVIE PROGRAM

**December 16th:** Main Feature—Blanche Sweet in "Help Wanted—Male." The answer to "A Maiden's Prayer." She wanted a man. Not a tall man, or a short man, or a "good looking," or a kingly title. She was frank. She wanted a man with money. But she had no money. How did she win him? It's some system. You'll say so. A rippling romance—merry, mirthful and mischievous.

Harold Lloyd in "I Do."

Pathe Review—Ausable Chasm, the most remarkable rock formation in America; Clinton County, New York. The lost art of Bronze casting. How Statuary is made to-day by the old Roman "wax" process, re-discovered only recently. A real polar-bear hunt. Pursuing the fierce monarch of the Arctic in Iceland. Pathe color. Tulip time; beautiful studies of the "heralds of springtime."

**December 23rd:** Main feature—Tom Santschi in "La Rue of Phantom Valley." Adventures of Bill and Bob trapping a bobcat. Aesop's Fables—"The Goose That Laid the Golden Egg." "Snub" Pollard in "Save Your Money." Jiggs in "Society."—Bringing Up Father.

**December 30th:** Main feature—H. B. Warner in "Dice of Destiny." The game was crooked, the stakes were gold, the table, Destiny, and the dice they rolled! A romance of a nimble-fingered jewel thief, who, finding the game not worth the candle, goes straight, plays fair, and how he does win your sympathy. A triphammer drama whose blows hit hard on the heart.

Harold Lloyd in "Captain Kidd's Kids."

Major Jack Allen in a sensational episode of thrilling adventure "Netting the Leopard."

**January 6th:** Main feature—Frank Keenan in "Dollar for Dollar." They play in gold, they pay in remorse, they pay in respect, they all pay "Dollar for Dollar." A drama of high high society of men, money and of morals.

Harold Lloyd with Bebe Daniels and "Snub" Pollard in "The Flirt."

Tom Santschi in "The Tempest."

**January 13th:** Main feature—William Desmond in "A Broadway Cowboy." You smile, laugh, chuckle and roar. Here's a pippin comedy drama, peppy, spicy and zippy. Here's a refreshing romance, gay as a cocktail, breezy as a prairie and as funny as the first joke that ever tickled your funny bone.

Adventures of Bill and Bob "Catching a Coon."

Harold Lloyd in "Haunted Spooks."



### PACIFIC ELECTRIC BOWLING TEAM

Again the bowling season is upon us, and, as usual, our own team is linked up with some fast company in the Merchants & Manufacturers League.

This league is composed of eight teams representing the New York Clothing Store, Germain Seed Co., Standard Oil Company, Hellman Bank Kaplan Bros. (Jewelry), Silverwood, Los Angeles Express and Pacific Electric Railway.

Each team is permitted five members, but only three may play, and so far 35 games, or half the series have been played, and our team to date has lost but four of the 35 games, and is leading the league by six games.

The personnel of our team is:  
Lloyd H. Covell, captain... Dispatcher  
J. Gowanlock ..... Eng. Dept.  
J. C. Chittick ..... Condr. So. Div.  
M. Muench ..... Condr. West. Div.  
Archie Brahm ..... Claim Dept.

### NEW BOOK DONATION

Miss Fern Drake, daughter of W. J. Drake is the donor of the following books to the Club Library this month:

"Dainty Dorothy at the Shore," by Amy Brooks.

"Marian and Dorothy" by Anne E. Armstrong.

"The Store Boy," by Horatio Alger, Jr.

"A Very Odd Girl," by Anne E. Armstrong.

"Japanese Folk Stories and Fairy Tales," by Mary F. Nixon Roulet.

"The Young Acrobat," by Horatio Alger, Jr.

Miss Drake has always taken great interest in our Library and it is needless to say that her donation is appreciated to the fullest extent.

### C. L. HOWARD "DAD" AGAIN

Congratulations are in order for one of our best known employees, Mr. O. L. Howard, of the Purchasing Dept., whose wife presented him with a sturdy son and heir on Monday, Nov. 28th. Mother and son doing nicely and "Dad" Howard some proud.

### WHAT YOUR WATCH IS DOING

The following submitted by the P. J. Flaherty Co. is of decided interest to all of us, who possess watches:

An ordinary balance vibrates 4½ times per second or 1½ inches per vibration. In order to give you an idea of how far your watch will travel in lineal feet per month, I have arranged the following:

Your watch balance would travel, if placed on a surface, and run in the same direction,

In one minute 405 ins. or 34 ft.

In one hour 24,300 ins. or 2,025 ft.

In one day 583,200 ins. or 48,600 ft.

The importance of cleaning your watch and giving it fresh oil is plainly seen by above chart. To insure perfect time keeping, a watch should be cleaned once every 15 months, as the best oil obtainable will not last over 11 months.

### GEORGE MILES A BENEDICT

News comes to the Magazine of the marriage of Emma M. Haverfield and George B. Miles, the ceremony occurring on November 16th, 1921.

The many friends of Mr. Miles, who is Chief Trainman Instructor of the Western Division, join us in extending most hearty congratulations and best wishes.

# A HARD DAY FOR JACK

## Rod and Gun Club Rabbit Drive Bags Over 800 Rabbits

Annually the Rod and Gun Club, an auxiliary of our Club, indulges in a big rabbit drive at some point adjacent to Los Angeles, the one for the present season being held about seven miles north of Del Sur, in the Antelope Valley, about 100 miles from Los Angeles, 83 members participating in the big "sport-fest."

The party assembled at the Club about 3 A. M. on Sunday morning, November 29th, and began the journey for the scene of artillery activities, some of the party stopping at Saugus and others at Palmdale for a very early breakfast, and all arrived at the rendezvous just about sunrise.

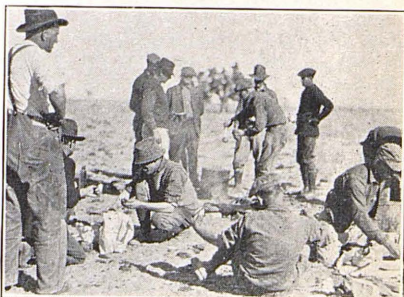
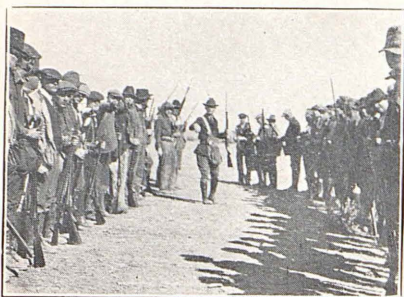
Field Captain B. F. Manley took charge of the forces on arrival, divided it into two battalions, assigning the second division to Roy Spafford. After deploying in a half-circle formation the drive began and continued for about three hours, resulting in the killing of 800 jack-rabbits of every age and condition imaginable, and ridding the ranchers of the valley of that number of their worst pest.

Following the round-up, a regular, old-fashioned camp dinner was served under the auspices of Manager Stuart, of the Club, and the journey began for home, the party arriving here about 6 p. m.

During the progress of the drive a number of pictures were taken by Mr. Worley, Assistant Club Manager, a few of which appear herewith, and motion pictures of the event were made by the Pathe News Weekly and will be shown at the various theaters here and elsewhere.

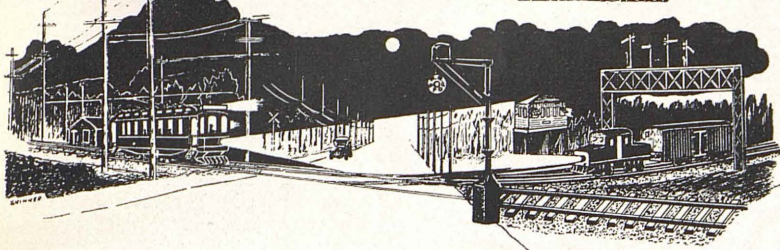
The last drive was by far the most successful as well as most enjoyable one the Club has held, and the next event will no doubt far exceed this one in point of attendance. Each member of the party thought he, individually, had the best time of any, and with 83 enthusiastic boosters working on the subject, the next drive bids fair to resemble the A. E. F. invading Germany.

During the past year, the Rod & Gun Club has staged a large number of interesting events in addition to the Annual Rabbit Drive.



# ENGINEERING NOTES.

BY ANA GUERCIO.



Dave Cheever is at the wheel again after a short sick spell.

Nancy Kelly is back amongst the files again after two week's vacation.

Sam Medland's forehead has been decorated with a scar. John says a stick of wood flew up. (?)

Flo Thompson, towerman at Oneonta, and wife are on a trip to Columbus, Ohio, to visit relatives.

Several new garages are in course of construction pending the raffle of the big Chandler car. Nothing like being prepared.

Three holidays were observed the past month, Armistice Day on the 11th, Thanksgiving on the 24th and Lilliemae on the 25th!

Mr. Hubon has returned from a week's vacation; although a little late in the season he had Imperial Valley ship up some nice summer weather.

T. L. Griffin, our high speed Remington operator, is having his first annual vacation, and announces quail and dove as being almost as wild as the Hollywood chickens.

Mr. Manley reports that he lost a valuable cow lately; an autopsy performed on the animal revealed a small piece of baling wire lodged in its heart which caused the death.

Wm. J. Eatherly, a lineman in the Signal Department, is the proud daddy of a ten pound boy. Being a good railroad man the boy said to treat the bunch to Owls, but Daddy didn't hear him.

Earl Haskell reports the recent rabbit drive as a huge success. Palm-dale is ideal in the winter, as proved by the fact that the water bag hanging on the Lizzie was frozen—no doubt some of the Jacks were also frozen.

Tri-colored ice cream all done up in the little square box and the little wooden spoon attached is always appreciated during the October hot wave. Lillie Mae Gaskill was hostess at the party, but where did the cats come from?

We regret to learn of the sudden death of Mr. Ruth, former draftsman in our department, in Mexico. Although not a member of our family at the time of his death, he is remembered as one of our faithful and true employes.

Eli Royer, foreman at El Monte, whose section passes through the land of the Nut, sent in a nice sack of walnuts which were much appreciated by the squirrels in the main office. The waste baskets and file baskets proved to be a little too large for the consignment.

## BOWEN WINS PROMOTION

### Another One of Our Fellows Advances to Greater Honors

Again we all have cause to be proud because of the selection of one of our own fellow workers to take a large part in the activities of a great railway system other than our own.

Word came to us recently of the selection of Mr. Charles K. Bowen by President Titcomb of the Southern Pacific de Mexico, to be Special En-



gineer of that company, and to have charge of both new and re-construction of its lines.

For the past eighteen years, Mr. Bowen has been connected with our organization in several capacities, progressing to each of his several positions because of merit solely, and it is because of place won by his efforts and keen acumen, that the higher calling has been given him. Not only has he won place in industry, but in standing among his fellows none are higher. Ever courteous, obliging and considerate; always kindly in word and deed, no one among us has won a greater warmth of friendliness in return, nor have any been more worthy of that return.

Eighteen years seems a long time, but "all things come to him who waits" (and is prepared); and, Bowen was prepared to receive the call, and is prepared to fill the demands the position entails.

There is much regret among a large number of his friends that years of close relationship are to be severed, but there is equal rejoicing that their friend has been chosen for high place in another field of activity.

Mr. Bowen is a native of Texas where he was born about forty years ago. His preliminary technical education was gained in the Texas Agricultural and Mechanical College (Engineering Division), from which institution he graduated in 1899. His further activities are as follows:

Engineering Department, Santa Fe Railroad, preliminary, location and construction, rising through the various grades to assistant in charge of construction with Santa Fe to 1902.

Entered employ of Pacific Electric Railway Company in 1903 as draftsman in Engineering Department.

1906-1908, Chief Draftsman.

1908-1913, Field Engineer on location and construction.

1913-1914, Acting Chief Engineer during absence of Colonel Pillsbury. During this period had entire charge of construction of the San Bernardino Line, Riverside-Colton-San Bernardino line; Riverside-Corona line; and all other construction work amounting to several million dollars.

Was transferred to Maintenance of Way Department in 1916, in charge of general engineering matters.

Was commissioned Captain of Engineers, U. S. Army in 1918, and attended Officer's Training School at Camp Humphires, Virginia. Was appointed as Commanding Officer Co. D of the 81st Engineers and was stationed at Fort Benjamin Harrison, Indiana at time of signing of Armistice. Discharged from service and returned to Pacific Electric in 1919. Again in charge of general engineering matters under Chief Engineer to date.

During the past nine months, Special Engineering representative of the Pacific Electric Railway on service survey of the Railway Commission.

Appointed Special Engineer, Southern Pacific of Mexico, and reported for duty with that company on December 5, 1921. In capacity of Special Engineer, will be in charge

of all reconstruction and new construction of Southern Pacific lines in Mexico, reporting to Mr. Long, Chief Engineer.

In honor of his promotion and as a testimonial of esteem, officials and employes of this company gave a dinner to Mr. Bowen at the Jonathan Club in this city, on the evening of Dec. 1, and formally tendered on behalf of all his friends, best wishes for his future success, and voiced their high esteem and friendliness to him.

#### W. C. METCALFE RESIGNS

It is with regret that the Accounting Department announces the resignation of one of its most esteemed men, Mr. W. C. Metcalfe, who has been in the service of the company since January 25th, 1907, and has made a host of friends. He has severed his connection with the company to engage in other pursuits.

Since entering the service of the company, Mr. Metcalfe has filled successively the positions of temporary clerk on inventory at Seventh and Central; was given regular employment at store clerk, and then on up the ladder as assistant cashier and paymaster; register clerk of the Accounting Department; roadway ledger clerk; roadway distribution clerk; and then to last position of chief clerk of the Roadway, Shop and Store Accounts Bureau.

Mr. Metcalfe is a man among men; always ready and willing to help the other fellow over the rough places and always looking out for those whom he might assist in any way, and his going makes a big blank spot in the ranks of those so closely associated with him. While they all shall miss his presence, we wish him every success that is due a man of his ability.

Mr. Metcalfe was presented with a handsome gold watch with the sentiments of the Accounting Department engraved thereon.

#### THE ANNUAL TOURNAMENT

Announcement that the football game at Pasadena New Year's Day will be played between California and Washington-Jefferson, a small Pennsylvania college whose football team for years has made a wonderful record has aroused much interest in this New Year's Day feature. The floral parade will be bigger and finer than ever and undoubtedly Pacific Electric will have a big load to carry on that day as is usual.

#### CARELESSNESS EXPENSIVE

Recently the claim department paid several hundred dollars because of injury to a lady passenger who fell in alighting from car, because the motor-man ran by a station landing and the conductor permitted the passenger to get off on a fill instead of backing the train up to the landing. Pacific Electric carries and is responsible for the most expensive commodity—Humanity—and corresponding care is necessary.

## ANOTHER PAGE IN THE HISTORY OF OUR ROAD

By E. H. SHARPE

In the last issue of our Magazine, it was stated that on November 14th, 15th and 16th, final, formal public hearing on the company's application on the adjustment of fares would be held before the Railroad Commission in Los Angeles.

It will be recalled that a temporary increase of 20 per cent in passenger fares and approximately 25 per cent in freight rates (with a few minor exceptions) was granted to the Pacific Electric by the Commission, when the steam lines of this State received their emergency authority to increase rates effective August 26th, 1920. At that time, in order to clear up any misapprehension that might exist on the part of the people of Southern California; and, in order that the Commission itself might have first-hand knowledge, the company requested the Commission that it assign a corps of engineers to make a thorough investigation into its financial condition, including a valuation of its physical property, service and management; in fact, every item connected with the service in its performance as a public utility, before authorizing permanent fares. It took the engineers 14 months to complete the task, and their service

survey and rate investigation, as well as the valuation report, were ready and available at the hearing.

After the formal public hearing, a series of conferences were held during the period November 28th to December 2nd, between the Railroad Commission representatives, city authorities, officials of civic organizations and officials of the Pacific Electric. It was possible, at these local conferences, to discuss many matters in an informal way and a good many misunderstandings cleared up. Testimony, reports and pleas of all interested parties are now in the hands of the Commission and an early decision is anticipated. The management is very hopeful that substantial relief from the unfortunate financial plight we have been in since 1913, is near at hand.

Employes will be interested to know that testimony given at the hearing shows 7.6 per cent of our interurban revenue is derived from one way tickets; 60.25 per cent round trip tickets; 23.5 per cent commutation tickets and 8.55 per cent cash fares collected on train. It was also developed that the average rate per mile on all classes of passengers handled was 1.48 cents.

#### GENERAL FOCH HAS DOUBLE

If history is to be believed, Napoleon had a double which he made use of on many occasions. President Lincoln had his double, and Roosevelt, it is said, had a double who was so like him that when he first met him he thought he had walked up to a mirror.

Now General Foch, the French hero, has a double in Los Angeles. The General's double probably does not know it, but patrons of the Pasadena Short Line have for some time remarked on the striking resemblance that Flagman Holley bears to General Foch. Flagman Holley is on duty for the Pacific Electric at the Santa Fe crossing on Aliso street, a very responsible position, and well does he perform that duty. He is ever alert to the responsibility of his position and the passengers on the Short Line feel perfectly safe when he is at his post. Some anxiety was felt the past two weeks when he was missed from his position at the crossing, but there was a sigh of relief when it was learned that he had been on a much-deserved vacation. Here's good luck to you, Flagman Holley, and may you long wave the flags that warn of impending danger, or assure safety.

Under the heading "Observance of Rules Will Save Money" in the November magazine, the printer by typographical error referred to rule 204 instead of Rule 204. Rule 204 requires that trainmen will report promptly by telephone to Train Dispatcher any defective switch or target lights, switch locks, defective wires or track, etc. noticed by them.

#### PASSENGER DEPT. NOTES

Claude E. Morlan, chief rate clerk, with the assistance of nine extra men, is checking the collections of conductors on all lines of the Pacific Electric thereby deriving passenger revenue per passenger mile on the entire system. This data is being used in the rate hearings now going on between surrounding towns and the Pacific Electric Railway.

E. H. Sharpe spent the evening of November 28th, all day the 29th and the morning on the 30th, at "Ye Alpine Tavern" entertaining the editorial men of Southern California. An enjoyable time was had by all.

The general passenger department, as many of us have noticed, has issued a new time table. All lines being shown in one folder. "It's a regular steam line folder," one of our patrons was heard to say. It is, indeed, a real convenient table. It again gives us the chance to place before the eyes of the public our advertisements such as Mt. Lowe, Orange Empire Trolley Trip and the Old Mission-Balloon Route.

O. A. Smith, general passenger agent, has changed his place of residence from 1957 Hillhurst avenue, Hollywood, to 1833½ New Hampshire, Hollywood.

All members of the department spent a very pleasant Thanksgiving. Some were thankful because they had the opportunity to see "the races," Eddie Hearne being their favorite, while others had as their idol "The Gobbler."



## SOUTHERN TROLLEYGRAMS

By F. J. Oriva

Conductor A. (Pop) Hessemer, on November 20th, got married. He sure did pass around the smokes—good one's too.

Conductor J. S. Lord, of La Habra line, is spending his vacation in San Francisco where his wife and daughter are. He will then go back to Minnesota, his old home.

Keep up the good work in coasting as the Southern Division leads. Other divisions follow. Boys, pull together. Motorman and conductors, keep the Southern Division on top.

Boys, don't forget to go to the Transportation meeting of the Southern Division. The attendance last time was good and there were a lot of good things brought up. Refreshments after meeting. Bring your wife. We won't keep you out late.

## NORTHERN TROLLEYGRAMS

By P. J. Riordan

Conductor A. E. Amos is enjoying his vacation at this time.

Terminal Foreman F. C. Roberts has been on the sick list. Glad to see him back to work.

Conductor R. H. Dorman is back after having spent his twelve day vacation taking short trips.

Motorman J. W. McMillen is away on his vacation. While he is away Bing Manness is taking his place at Alpine.

Motorman Bert Chandler is in the hospital undergoing an operation. Best wishes, Bert, for an early recovery.

Motorman J. W. Ulmer is the father of a bouncing girl. Ulmer says the daughter is getting ready to walk already.

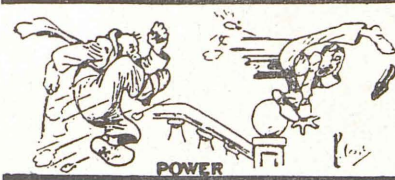
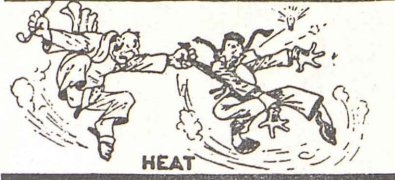
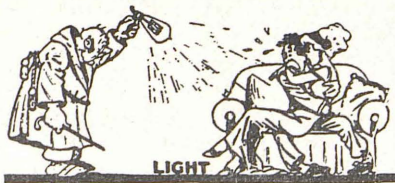
Receiving Cashier Engle at Pasadena says he likes California better now since his wife has joined him from the East.

Conductor H. Waddington is back to work after being off on account of an accident in which he was painfully injured.

Conductor Bill Carrier has given up his Mt. Lowe run. He is now working an Altadena run. Bill says he gets more time on this run, to break in his new Chevrolet.

Joe Rovai, who pilots the cars around the North Fair Oaks Barn is back to work after several weeks spent in touring the territory around San Diego. Lots of talk about ducks, but we failed to see any of them.

## Electrical Terms Illustrated



—B.C. Electric

## WESTERN TROLLEYGRAMS

By E. C. Brown

We are pleased to see Motorman R. M. Arnold out again after his recent illness.

Conductor E. C. Brown enjoyed his vacation with his family, visiting friends in Northern California.

Motorman G. L. Leet has returned to work after spending his vacation hunting and visiting friends in Lower California.

We learn with regret that Motorman E. A. Welbourne is off sick. We hope he will be among us soon, well and hearty.

Conductor R. L. Hoppenrath and family have moved into their new home in Hollywood, recently built by Mr. Hoppenrath.

The Hart-Brigham Post No. 811 V. of F. W. held their regular meeting November 28th and elected officers for the next year. The meeting was followed by an entertainment which was enjoyed by the large crowd present.

All trainmen, whose duties will permit, are requested to come to our December "Trainmen's Meeting," as it is desired to have a record attendance at our last meeting of this year. This meeting will be held at Trainmen's Room in Sherman, December 20th, at 8 P.M.

Motorman A. L. Grentz has returned to work after spending a pleasant vacation. He has almost completed another of his wonderful lamps and we hope to have the pleasure of seeing it soon at the P. E. Club, where he has promised to exhibit it.

## PIER "A" NOTES

By T. F. Mason

H. C. Cantrell, bill clerk at Pier A, Wilmington, just returned from a month's trip to good old Missouri.

Ray C. Bedford, assistant agent at Canal Street, Wilmington, lost his baby on Nov. 18th. He has our deepest sympathy.

Mr. Ernest F. James, that smiling loading supervisor at Pier A, Shed No. 3, recently married and moved from Los Angeles to Compton.

Dan C. Newkirk, night bill clerk, had his heart set on the races Turkey Day, but the Los Angeles Steamship Company would not postpone the arrival of the Yale.

Chas. Devaney, checker, who was injured in May, has been working regularly for the past two months at the Los Angeles Steamship Dock. Charlie has practically recovered from his injury.

Fred Larkin, loading supervisor at Pier A, Shed No. 1, had a day off last week and got as far as Los Angeles with the Lizzie when she balked. Now Fred is driving to work in a Buick. How do you do it, Fred?

Understand that J. J. Gallagher, chief clerk, and L. J. Krieder, yard master, did not leave any of the choice meat for T. J. O'Brien, chief clerk, Thanksgiving day. But then, Tom doesn't worry as long as cows give milk.

Mr. George Baldwin, claim clerk, has just returned from a two weeks' vacation, part of which he spent at Catalina Island with his wife and family. Although he anticipated lots of work waiting for him at the office on his return, he was surprised to find that the force had kept his work nearly up to date for him.

## ELECTRICAL DEPT. MEETING

Electrical Department regular monthly meeting was held Monday evening, November 21, 1921, at 8.00 p. m.

The main feature was a very instructive talk by Mr. Lechluder of the Southern California Edison Company. He carried his hearers through the past, present and future activities of the company which started some thirty years ago with a capacity of about 20,000 H. P. and has grown to approximately 300,000 H. P. at the present time, with the prospect of an ultimate expenditure of nearly \$800,000-000 to complete the Colorado River project.

The next regular monthly meeting of the Electrical Department will be held Monday evening, December 19, 1921, at 8.00 p. m., in the Club assembly hall.

### URBITA SPRINGS NOTES

The Park has been leased by the 12th National Orange Show for the big exhibition to be held Feb. 17 to 27th.

Dancing Sunday evening only. Bath House hours are 9 A. M. to 6 P. M. This schedule will continue through the winter months..

H. C. Froude, Supt. has been transferred to Mr. C. H. Burnett's office in Los Angeles for the winter months, leaving the Park in charge of H. L. Lee, foreman.

Prof. Ray Henderson, swimming instructor has closed his classes for the winter months and in order to keep himself in good condition has joined the boiler makers crew at the California Portland Cement Co., at Colton.

### REDONDO BEACH NEWS

Sunday, November 27th was a big day for the fisher folks at Redondo Beach. Lots of fish were landed from both wharves and the boats returning from the fishing grounds were loaded with mackerel.

The Thanksgiving Masquerade Ball held on 24th November was attended by a big crowd and everyone had a good time. Masks were provided to the dancers and there was a balloon shower and lots of serpentine.

Although the weather was fine during the month of November there was a scarcity of bathers patronizing the Bath House on week days. Sundays brought out a fair quota of those visiting the beach and the Bath House looked more summerlike.

The Armistice Ball held by the American Legion post of Redondo Beach in the Dance Pavilion on Friday evening November 11th proved a great attraction. Several exhibition dances were given by local talent and the prize waltz brought about fifty couples on the floor.

The Annual Charity Masque Ball given under the auspices of the local Elks was held in the Pavillion on Tuesday evening, December 6th. The costumes were novel and unique and the affair was a great social and financial success. The net proceeds will provide Christmas gifts for the needy in Redondo Beach.

The Southern California Edison Company held their Second Annual High Jinks in the Pavilion on Wednesday evening November 9th. The event was in the nature of a carnival and dance with refreshments served during the evening. There was a large attendance of the employes from all parts of their system and the affair was the most successful of its kind that the Edison Company have held.

### PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—OCTOBER 1921

Passenger Revenues .....	\$	967,674.55	
Freight and Switching Revenue .....		404,782.32	
Other Revenue .....		78,709.59	
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Total Railway Operating Income .....	\$	1,451,166.46	
Total Railway Operating Expenses:			
Wages .....	642,996.47		
Other Charges .....	371,369.74		
Transportation for Investment—Credit.....	4,089.64		1,010,276.57
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Revenue Less Operating Expenses .....		440,889.89	
Depreciation .....	22,923.61		
Taxes Assignable to Railway Operations .....	74,608.13		
Total Depreciation and Taxes .....		97,531.74	
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Revenue Less Operating Expenses, Depreciation and Taxes....		343,358.15	
Non-Operating Revenue .....		14,034.91	
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Net Revenue .....		357,393.06	
Interest on Bonds and Other Debt .....	323,553.89		
Rents and Miscellaneous Income Deductions ....	69,413.72		
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Total Deductions .....		392,967.61	
Net Loss for month .....	\$	35,574.55	
Net Loss, 10 Months this year.....	\$	629,830.87	

### ACCIDENT REPORT FOR OCTOBER

	Northern Division		Southern Division		Western Division	
	1921	1920	1921	1920	1921	1920
Interferences with vehicles .....	127	98	104	80	171	127
Collisions and interferences, cars...	4	12	5	10	8	12
Persons struck by cars .....	6	1	9	4	10	3
Derailments .....	17	5	25	21	2	7
On and off moving cars .....		29	20	20	32	36
Miscellaneous .....	30	15	37	25	34	37
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Total .....	200	160	200	160	257	222
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		1921	1920			
Interferences with vehicles .....		402	305	31.8%	Increase	
Collisions and interferences, cars.....		17	34	50.0%	Decrease	
Persons struck by cars .....		25	8	212.5%	Increase	
Derailments .....		44	33	33.3%	Increase	
On and off moving cars .....		68	85	20.0%	Decrease	
Miscellaneous .....		101	77	31.1%	Increase	
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Total .....		657	542	21.2%	Increase	

### NEW BUS LINE

The first of what will probably be a fleet of feeder bus lines has been established in Glendale, operating from Doran Street down Pacific to San Fernando Road and crossing the Glendale Line at Cypress Avenue, proceeding then east to Glendale Avenue and north on Adams Street to Broadway, near the terminus of the East Broadway Line. This bus line, which will be operated by the Pacific Electric Land Company because bus lines not operated by railroad companies are not required to pay Gross Income Tax to the State, will transfer passengers to and from the Glendale Line cars at Cypress Avenue where a new Station has been located.

At the recent conference with various communities of Southern California conducted by the Chief Engineer of the Railroad Commission, the company's representatives announced that they were ready and willing to establish feeder bus lines in various localities where the amount of business to be handled would pay operating cost and a reasonable return on the investment. This policy is a logical

result of the failure of the attempt of the electric lines to secure relief from the discriminatory taxation against rail lines and in favor of bus competitors in the State of California. So long as the community will furnish free paved streets to operate bus service the electric lines are working under heavy handicap in conducting their operations.

### A CONDUCTOR CONVENIENCE

The Passenger Department has started the issuance of time table folders monthly showing time tables of all lines of the system. As a matter of convenience every trainman should carry one of these in his pocket at all times. The time of the year has come when our cars are carrying many strangers—tourists—who have questions to ask because of their lack of knowledge of the various localities. The time table folder will furnish much of the information needed, and trainmen will be assisting greatly in the sale of transportation—our commodity—in imparting information to these inquirers. Questions, pleasantly answered, make friends.

# TRAINMEN'S MEETINGS

## NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held on November 15, being called to order at 8:15 P.M. by Chairman Bartholomew.

There were present about twenty-five trainmen, the Northern Staff, Mr. Birmingham of the Traffic Department, Mr. J. F. Briggs of the Mechanical Department, and Mr. Farnham of the Instruction Department.

### Unfinished Business

Regarding the change in the Mt. Lowe advertisement in reference to passengers buying tickets at the Depots in order to secure the reduced rates, Mr. Birmingham reported that all the flyers contained this information with the exception of those cards placed in the cars, that it is not deemed advisable to change them now, but this would be put on all the advertising matter in the future.

Regarding Motorman Welch's suggestion to move the stop signs at Aliso and San Pedro.

Disposition: This has been done.

That the cab doors be arranged so that they could be opened either way.

Disposition: This matter has been up a number of times, but has been deferred on account of the expense connected therewith.

That the chain switch at Pomona Jct. be changed to lever switch, on account of one-man cars being operated on that line.

Disposition: This has been done.

That the chain switch at No. 1 track at west end of Pasadena carhouse be changed to lever switch instead of a chain switch.

Disposition: This has been delayed on account of material.

### New Business

Mr. Bradley stated that it had been planned to have an entertainment at Mt. Lowe December 7th for the Pasadena men. After some discussion it was decided that one car would leave Pasadena at 7:00 P.M., on that date, and others to leave later to accommodate those being relieved later, and to leave Alpine at 11:00 P.M. on return.

By Conductor W. E. Dickson, that the shelter station at 8th St. and Euclid Ave., Upland, was moved to the north side of the track, and suggested that the cluster of lights also be moved to the north side.

Disposition: Referred to the Electrical Department to have lights moved to the north side.

By Motorman McClure, that the motormen be allowed to wear overalls on account of having to do work at times that soils their uniforms.

Disposition: Mr. Bradley stated that this had been up before, and on account of the cars not being all equipped with cabs it was decided that it was better for them to wear uniforms.

By Conductor Hampton, that the cholos and globes in the twelve hundred class cars were not properly cleaned.

Disposition: Referred to the Mechanical Department.

By Conductor Hampton, that the cholos ride on the 4:10 P.M. Covina train from Los Angeles to El Monte; suggested that they ride cholo car.

Disposition: Referred to the Engineering Department.

By Motorman Toothaker, that the small lights in the freight motors 1612, 1613, 1614 and 1615 be changed same as lights are arranged in motors from 1601 to 1611, or same as the lights are arranged in the two new motors 1616 and 1617, on account of the motormen having lights to work by while changing ends.

Disposition: Referred to Mechanical Department.

By Motorman Toothaker, that the cabs on all cars are not properly cleaned, that they are dusty and the dust blows up in the motorman's face.

It was stated that the Mechanical Department at Pasadena use a blower to clean them and are not having any complaint.

Disposition: Referred to Mechanical Department.

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

H. L. WIGGAM, Secretary.

## NORTHERN DIVISION MEETING. Eastern Lines.

The regular monthly meeting of the Northern Division, Eastern Lines, Trainmen was

held at Sa Bernardino, November 8, Chairman Severance calling the meeting to order at 7:30 P.M.

There were present the Eastern Lines Staff, Mr. Jones, of the Traffic Department, Mr. Gilbert, of the Mechanical Department, Mr. Hunckler, of the Engineering Department,

and Mr. Mapstead, of the Line Department, and thirty-three trainmen.

Chairman Severance stated that he had served his time as Chairman and called for nominations for a new chairman. Conductor W. P. Perry was nominated and duly elected and finished the meeting.

### New Business

By Mr. E. B. Severson, that the telephone booth at Corona be moved to the outside waiting room where it would be under cover. Also, it is very dangerous in its present location, on account of it being a dark place where conductors are liable to hold-ups.

Disposition: Referred to the Electrical Department.

By Mr. Severson, that the telephone booth at Tibbetts be moved to the north end of the siding, on account of being more convenient for trainmen.

Disposition: It was discussed and found it would be impossible to put this telephone on a pole near the siding, on account of clearance; therefore, it will have to remain at its present location.

By Mr. Severson, that the heaters on 400- and 500-class cars be connected, on account of the cold mornings and evenings, as a good many passengers are complaining about the lack of heat.

The Mechanical Department advised that they had orders from the Operating Department to disconnect these heaters last summer and they cannot connect them until advised to do so by that department.

Disposition: Referred to Mr. Bradley.

By Mr. H. A. Spillane, that a mark-up board be placed in the Trainmen's Room, San Bernardino, for their convenience.

Disposition: This cannot be done until the station is remodelled and the dispatcher's office moved to that location.

By Mr. Spillane, that the spikes are working out of the tie plates on the Riverside-Redlands line.

Disposition: Referred to the Engineering Department to look after same.

By Mr. Spillane, that a Seniority List of the Northern Division be placed in a glass case in the Trainmen's Room, San Bernardino, the same as they have at Macy and at Pasadena.

Disposition: Referred to Mr. Bradley.

By Mr. Spillane, that run No. 21 should have a combination car. This run leaves San Bernardino at 5:30 A.M. for Riverside and carries a heavy load of U.S. Mail.

Disposition: Referred to Mr. Peachey for action.

By Mr. Spillane, that another man be furnished at Riverside to help unload mail on account of the heavy dispatches. It is very hard for one man to pull the truck up grade to the Post Office, as one has to stay with the car while it stands on the street.

Disposition: Referred to Mr. Peachey.

By Mr. Spillane, that yard limit signs be placed at Hancock, La Cadena and 14th and Main, Riverside, also at Allen Street, San Bernardino.

Disposition: Referred to Mr. Peachey.

By Mr. Spillane, that another Doctor be appointed to act with Dr. Forsythe, at San Bernardino, as often he is not in and the trainmen have to get another doctor. In other towns of this size there is more than one Company doctor.

Disposition: Referred to the Medical Department.

By Mr. H. C. Berg, that a watch inspector be appointed at Colton, as several of the men live at that point, also, the local line terminates there and it would be very convenient for trainmen to have their watches inspected at that place.

Disposition: Referred to Mr. Bradley.

By Mr. J. Severance, that a piece be taken out of the fence which separates the Freight Yard from the Passenger Station, at San Bernardino, and a gate placed there with a switch lock. This to facilitate the loading of milk cans into the baggage car; as it is now they have to carry them quite a distance on account of there being no place between the posts through which they can get a truck.

Disposition: Referred to C. G. White, S. P. Agent.

By Mr. J. M. Mills. There is a notice under the ticket window in the waiting room, San Bernardino station, which reads "Ticket Window Closed," and people seeing this sign take it for granted that they cannot buy tickets, and board car without same.

Disposition: Referred to C. G. White, S. P. By Mr. Mills, that a man be furnished for San Bernardino Station to help to load and look after mail.

Disposition: Referred to Mr. Peachey.

By Mr. K. Thompson, that motormen be allowed to wear overalls from now until after the holidays, on account of the heavy mail.

Disposition: Referred to Mr. Peachey.

By Mr. J. Hunckler, that cars are following each other too closely and it cuts out the crossing bells.

Disposition: Referred to Mr. Peachey, who will issue instructions to have this discontinued at once.

By Mr. W. E. Massingale, that lights be installed in telephone booths at San Bernardino and Vine on account of conductors registering and taking orders at those points.

Disposition: Referred to the Electrical Department.

By Mr. Thompson, that the gates on cars be closed when pulling into San Bernardino Station off Third St., to keep people from alighting in the street when the conductor is going to pull the switch.

Disposition: Referred to Mr. Peachey.

By Mr. Thompson, that racks be placed on the floor of car No. 100, account of handling fish.

Disposition: Mr. Gilbert, of the Mechanical Department, will arrange for same.

By Mr. Thompson, that the men's toilet in San Bernardino have a switch lock placed on same so that it can be used early in the morning and late in the evening. At present, it is open only from 6:30 A.M. to 10:00 P.M.

Dispositions: Referred to Mr. Bradley to take up with the S. P.

By Mr. W. C. Botts, that curtains be placed on the entrances of 130-class cars to keep out the rain during stormy weather.

Disposition: Mr. Gilbert advises that this cannot be done on account of the construction of that class of cars.

By Mr. A. D. Smith, that a ¼-in. strip be placed on the bottom of the cab door on car No. 503, to keep out the draft.

Disposition: Referred to Mr. Gilbert.

By Mr. F. Sauerwein, that a Pacific Electric light be placed on the Redlands bus, the same as on the Highland-Patton bus.

Disposition: Referred to Mr. Gilbert.

By Mr. Sauerwein, that a seat be furnished at the University terminal of our Redlands bus.

Disposition: Referred to Mr. C. H. Jones to take up with the University people and see if they will not furnish same.

By Mr. H. Young, that a telephone booth be placed at Highland Ave., the terminus of the Colton-Arrowhead line, for the reason that a car registers every fifteen minutes at that point and during the rainy season the register book gets in a very delapidated condition.

Disposition: Referred to the Electrical Department.

By Mr. G. F. Parkins, that the overhead switches at the south end of the yards at San Bernardino are out of alignment and a good many of the trolleys will not ride.

Disposition: Referred to Mr. Mapstead.

By Mr. S. A. Bennett, that both trap doors on the 1200-class cars should be kept down on the San Bernardino line, on account of landings being on both sides, and considerable delay is experienced in waiting for passengers to board cars if door is not down on the proper side.

Disposition: Referred to Mr. Bradley.

By Mr. Sauerwein, that bars be placed over the two rear windows on the Redlands bus, on account of students crawling through same.

Disposition: Referred to Mr. Gilbert, who advised that this will be taken care of.

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

Next meeting will be held at Riverside, December 13th, 1921.

F. E. PEACHEY, Secretary.

## WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:15 P.M. on November 15th, in the Committee Room, Pacific Electric Club, Chairman J. Hanselman calling the meeting to order.

There were present twenty-six trainmen, Mr. Pontius, vice-president; Mr. McPherson, assistant general superintendent; Mr. White and staff members; also Mr. Glancy of the Traffic Department.

Before the order of regular business Chairman Hanselman in a short speech introduced Mr. Pontius, who addressed those present, stating that he was glad to be back in Los Angeles with the Pacific Electric again, among his former friends and associates; expressed his gratification of the work that is being done on the part of the employes of the Pacific Electric and hoped that he would continue to have their cooperation.

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

#### New Business

By Chairman Hanselman: That two or three days during the week, they are out of towels in trainmen's room, Hill Street Station.

Disposition: Referred to Mr. Stuart, Manager, P. E. Club.

By Conductor G. F. Webb: Recommended that signs be placed on side of Echo Park cars, as people rush out to take car and do not look up to see what car it is until they are alongside of it where they cannot see front end. This is the case particularly at Fourth and Hill Streets. Also recommended that the name "Cerro Gordo" be removed from front sign, as he stated no one knew where that street was. Front sign should read Echo Park Avenue.

Disposition: Mr. White stated that Cerro Gordo was the destination of the car and therefore the car was properly signed. The matter of side sign would have to be checked into to ascertain the cost.

By Conductor Burger: Stated that while paving work is being done at 16th and Vermont Avenue, it is very inconvenient for passengers boarding and leaving cars. It is a very high step from the street to the car, and planks should be placed to take care of this feature. Also, there are stakes sticking up all over the street and many passengers trip over these when intending to board cars.

Disposition: Mr. White stated that this would be looked after at once and the situation remedied.

By Motorman Delmer: Stated that street signs, when running outbound on Del Rey Line, read the opposite way from the direction the car is going and conductors not familiar with the line must wait until after the streets are passed before ascertaining their names.

Disposition: Mr. White stated the matter will be looked into.

By Motorman Delmer: That Maintenance of Way Department man who looks after switch lights, has a habit of boarding cars and trains during the peak of travel and requests motormen to put him off between stops. Suggests that he do this work some other time besides the rush hours.

Disposition: Referred to Mr. Johnson.

By Chairman Hanselman: Suggested that trainmen's room at Ocean Park be enlarged and a little soap and water used. Would also like to have a pool table.

Disposition: Mr. White stated that the matter of enlarging trainmen's room is "on paper now" and he had hopes that something could be done. Matter of providing pool table referred to Mr. Stuart.

By Conductor Owens: Stated that in order to stop under sign at Kenmore it would be necessary to cross the street. Wanted to know the proper place to stop, and whether or not there was an ordinance requiring cars to stop before crossing a street.

Disposition: Mr. White stated that the proper place to stop would be left to the judgment of the individual motorman. There is no city ordinance requiring cars to stop before crossing streets; the ordinance requires cars to stop before crossing street car intersections.

By Motorman Delmer: Suggested that an additional trolley wire be placed where cars turn in Hill Street Yard, wire to be on one side so that trainmen would not have to get between cars to put trolley on wire.

Discussion brought out the fact that the trolley wires were at one time placed far enough to one side to answer the same purpose, but evidently had been moved back to center of track when making repairs, etc.

Disposition: Referred to Electrical Department with a view of having trolley wire placed to one side.

By Motorman Vaughn: Trolley catchers on 550-class cars obstruct view of motormen when sitting on stool. Suggested that they be moved.

Disposition: Referred to Mechanical Department.

By Motorman Vaughn: That switch target at Sherman leading off the main line into the yard is sometimes left open by freight crews switching in the yard, and when passenger cars come in they are facing red. Suggested that color be changed to yellow.

Discussion brought out the fact that there were three other switches in the yard that had no targets and the question arose as to the necessity of a target on this particular switch.

Disposition: Freight crews will be instructed to leave switch lined for main line.

By Motorman Broswell: Asked that "Half Reflectors" be placed over lights in old class cars 021 and 025 for the benefit of the motorman using these cars at night, operating from the closed end.

Disposition: Referred to Mechanical Department.

By Motorman Broswell: Wanted to know if arrangements could not be made with the Post Office Department to deliver mail to Hill Street Station for loading on the 5:40 a. m. Van Nuys instead of Temple Street.

Disposition: Mr. White stated that inasmuch as Temple Street was the transfer point for U. S. Mail, it is up to us to get the car there in time to load the mail and get out on time. Will probably start car out of Hill Street ten minutes earlier.

By Motorman Handler: Suggested that a light be placed over stop sign at 16th & Vermont Ave., as it is a hard place to locate at night.

Disposition: Mr. White stated that lights were not dependable as land marks for stops, as they sometimes go out. It is up to motorman to pick out some good landmark so he can tell when approaching stops.

#### From Suggestion Boxes

By Motorman A. L. Grentz: That car stop signs on both poles at 8th & Van Owen, Van Nuys, be reversed and put a blanking at inbound track. This will stop blanking of street at this point.

Disposition: Referred to Maintenance of Way Department.

By Motorman A. L. Grentz: That trolley wire in rear of Van Nuys Station, Van Nuys, be placed in center of track so more than one car can be placed in siding. As it is now, car cannot be pulled out when placed in siding too far without placing pole against wire which will just about reach. This burns wire as well as the pole.

Disposition: Referred to Electrical Department.

From Conductor H. Jenkins: On the 50-class stepless car, thinks it would be a good plan to have hand grips on both sides vertical. The horizontal grip on the one side is very inconvenient and would be of use in changing markers if placed vertically.

Disposition: Referred to Mechanical Department.

From Conductor T. L. Higgins: If the expense would not be too great, I would suggest team track at Burbank be connected up at the south end with main line to avoid pushing cars from Burbank.

Disposition: Expense would be too great to warrant such a change.

From Conductor G. F. Webb: I would suggest that chain switch boxes in front of Hill Street Station be kept cleaned out. These boxes are constantly filled with mud and water which is transferred to the conductor's hands, making a somewhat embarrassing condition.

Disposition: Referred to Maintenance of Way Department.

From Motorman Broswell: That there be a cluster of lights placed at Highland Ave. and Santa Monica Blvd. on Highland so motorman would have a landmark at night in the fog, as there are no lights at all there on Highland.

Disposition: Mr. White said lights were not very dependable for landmarks as they might go out and the first thing the motorman would know he would be in the curve. If there are no lights there it might be well to have lights placed for the benefit of passengers.

From Motorman Broswell: That all Van Nuys cars display Van Nuys Line on each end of car so people on Santa Monica Blvd.

will not battle automobiles to get out to tracks and then be passed up, as Van Nuys trains do not pick up passengers on Santa Monica Blvd., inbound.

Disposition: Mr. White said that if signs read Van Nuys, inbound, strangers would be misled; trains running into Los Angeles should be so signed. Cars were signed that way at one time and were changed on account of the above reasons.

From Motorman J. M. Chadwell: Regarding 430 class cars, fender hooks on above class cars have a tendency to drop back and bind against the concave bumper in butting up tenders; shifting said hooks 18 or 20 inches to either side would make life easier for motormen.

Disposition: Referred to Mechanical Department for investigation.

From Motorman J. M. Chadwell: Regarding Safety Station at First & Hill Street, northbound. Much delay is occasioned through the necessity of cars stopping a considerable distance from the corner. Crews cannot always wait for the uninitiated (especially corpulent and elderly people), to walk the 60 or 70 feet to rear entrance of car, and this naturally leads to resentment on the part of the traveling public. Would it not be a good investment of the P. E. and L. A. Railways to build a long, narrow union loading or safety station at this point?

Disposition: Mr. White said he would take up with the Los Angeles Railway, as we might be able to accomplish something to relieve the situation.

From Motorman J. M. Chadwell: Regarding another pool table at Sherman. I have observed that one pool table does not half meet the demand at Sherman. Would the cost of installing another be prohibitive? Unlimited room could be had by turning the tables the other way. Many of the boys finish work at 7:00 to 8:00 p. m. and it is then rather too late to go down to the P. E. Club. Also, the club tables are usually pretty well taken evenings by the young fellows of the clerical department and by the platform men who live in town, etc.

Disposition: Referred to Mr. Stuart.

From Motorman H. Delmer: That it would be a good idea to place on one-man cars a tin holder, cut out to fit triplex local transfers, interurban transfers and conductor's punch. This tin holder to be placed near controller box and brake valve handle so it would be easier to handle the above transfers in this tin transfer holder than it would be to get in your pockets after same. I noticed the above holder on the Pasadena one-man cars. I also noticed a cardboard tacked above the motorman's head showing the different fares of tariff on his run. This idea would be good for the extra man on one-man cars of the interurban line on the Westgate Run. It would save time of looking in your tariff book.

Disposition: Matter of tin box referred to Mechanical Department to ascertain cost. Matter of card showing fares referred to Traffic Department.

From Motorman H. Delmer: I would like to suggest that there be more dash signs made for the Venice Short Line, as we are very short of them. It would also be a good idea to print Culver City on them, as there are many passengers asking if the Venice Short Line trains go to Culver City, this stop being one of the main stops on the Venice Short Line.

Disposition: Mr. White stated that we now have orders in for new dash signs to be used on Venice Short Line.

From Motorman H. Delmer: I would again like to suggest that all cab doors on 800 and 550-class cars be made to open either way. The present way is very dangerous to motormen as he has no chance to protect himself in case of danger.

Disposition: Mr. White stated that this matter had been up before, and it is impossible to install a door that swings both ways, without leaving a crack through which a draft blows continuously.

The matter of holding the next meeting at Sherman was discussed, but no definite decision was made. The next meeting will be held as usual in the P. E. Club unless a notice is issued otherwise.

Note—Meeting will be held at Sherman.

There being no further business, meeting adjourned at 9:20 p. m. to the Auditorium for refreshments.

M. B. MORRIS,  
Secretary.

## SOUTHERN DIVISION

The regular monthly meeting of the Southern Division Trainmen was held November 15, at the Pacific Electric Club, the Secretary calling the meeting to order at 8:00 P. M.

Mr. J. I. Mulligan, having been regularly elected Chairman for the ensuing three months, assumed charge of the meeting.

There were present eleven trainmen, together with Vice-President Pontius, Assistant General Superintendent McPherson, Superintendent Davis, and Mr. Patton, of the Passenger Department.

### Unfinished Business

Mr. Grace, Secretary, asked whether anyone desired reading the minutes of the previous meeting, and Mr. Packer requested that Item 341 of the minutes of meeting of October 18 be read, which was done.

Mr. Packer: I suppose those minutes are read thoroughly by the Staff, the Vice-President and other officials. My train, No. 64, is due at Watts at 8:05 and Mr. Murphy's train at 8:16. Very rarely we are late. By the remarks in the minutes you would judge that the delay was a daily occurrence.

I want to say that these meetings do lots of good for trainmen and the Company and I don't think it behooves anyone to make statements of that kind. It looks very bad that a man would hold a train daily for five to seven minutes. In fact, I would want the superintendent to take me off the job if I were guilty. I admit it happened once. We went in one morning and had a large load of furniture and we held the train five or six minutes. If I had known beforehand I would have had the towerman give me the local track. I think trainmen should make correct reports and confine themselves to actual facts. Anyone in an official capacity reading that would think it didn't look very good. I came here personally to object to that report and want you gentlemen to know the actual facts. I think in the future any trainman should make these reports accurately.

Mr. Grace: I think some of these reports could be questioned by the chairman or anyone who thought to ask, if it were a daily occurrence. I suppose no one thought to question it and as it stands there is no modification.

Mr. Davis: There has been no complaint recently, has there, Mr. Murphy?

Mr. Murphy: I made that report to show that the towerman is not doing the right thing, and he is not at this time. It is a regular thing for me to leave Watts five or six minutes late and the time is fast. If I am held at Watts it is almost impossible to make it up. I know that because the motor has held me twice because of getting the board. The passengers notice these things and they see the box motor cross and, even if it unloads only one package, it takes two minutes to get through the plant.

Mr. Packer: You must realize that if I am on your time I am ten minutes late. It is all right to make the report, but you should not state that I held you five or six minutes daily.

Mr. Murphy: It is not a daily occurrence and I beg your pardon. However, we are held there nearly every day; some train holds me and it is the same way coming in.

Mr. Packer: The towerman is not here to defend himself and he is as good a towerman as we have.

Mr. Murphy: I made the report to raise the question and have it straightened out.

Mr. Mulligan: The report does not say it was a daily delay. He simply suggested that the motor could be loaded on the local track and clear the main line.

Mr. Packer: I simply asked to have it read to show that it was not a daily occurrence. If I held up anything five or six minutes I would ask that I be given the local track or other arrangements made so as not to delay the main line. It does not take long to handle the stuff, but the morning in question we had about two truck loads of furniture. I will see that it does not happen again, but I don't want anyone to think I would hold up a train five or six minutes.

Disposition: The situation will be watched.

Mr. Murphy: Our coasting clocks are just as bad this month, if not worse. Clocks on cars 1019, 1041 and 1013 have been out of order and during the month I operated thir-

teen cars with bad order clocks and on sixteen days I got no coasting.

Mr. Grace: You mean that you did the coasting, but got no record?

Mr. Murphy: Exactly. The coasting department seems to neglect to give us credit for the number of envelopes we hand in. It seems that when we turn in an envelope and the clock is out of order we are not given credit.

Mr. Grace: How do you mean? The coasting report shows the number of days coasting records are received.

Mr. Murphy: I worked fifteen days but got only eleven.

Mr. Grace: You may have turned in fifteen envelopes, but we cannot count those with no records. When envelopes do not come in we will get after you for them. It would be easy to show the days you have defective clocks, but they do not count for or against you, and only where record actually appears on the tape do we include on the report.

### New Business

Mr. Murphy: At present in foggy weather we have a number of delays at Amoco and Slauson towers, due to the fact that towermen cannot see the trains.

Disposition: The situation will be looked into.

Mr. Murphy: The Santa Ana freight train is careless in clearing my schedule, leaving Santa Ana 6:15 A. M. It is impossible for me to get to Los Angeles on time if anything holds me up.

Disposition: Mr. Davis will check up.

Mr. Murphy: On car No. 1019, No. 2 end, the controller has a pin running down to the arm that you feel the notches with, and it needs riveting; it keeps coming out.

Disposition: Referred to the Mechanical Department.

Mr. Murphy: Car 1026 seems to be out of order. It runs in series for a long time, then breaks into parallel and runs into high speed. Have had the car four times and noticed it.

Chairman: Sometimes on those cars it won't come in full until you get into parallel. Mr. Green has stated that if men would report the particular end it happens on he will remedy it.

Mr. Murphy: All the men complain about it. In a train you would not notice it. On the Santa Ana line, where power is sometimes poor, you notice it. Had this car a round trip one day and it was bad operating from either end.

Disposition: Referred to the Mechanical Department.

Mr. Murphy: The cars on the Santa Ana, Redondo Beach, Whittier and Newport Lines run all day without being cleaned and I have had some pretty dirty cars on the Santa Ana Line. Long Beach and San Pedro cars are cleaned at the end of the line, but the others run all day without being swept or cleaned and I suggest that a cleaner be stationed on the viaduct to look them over.

Disposition: Referred to the Mechanical Department.

Mr. Murphy: Car 1011 ran a week and a half with a window broken after an accident. I relieved 35 at Santa Ana with a window broken and a step off. I got the car again with a broken window and with white all the side from those banners. It certainly looked untidy.

Disposition: Referred to the Mechanical Department.

Mr. Nisbet: Does anyone know why the Long Beach jiggers run with markers on both ends at night? I am on the Newport Line and meet them with markers on both ends. They have been doing that for a month or more.

Mr. Davis: That is on account of difficulty trainmen had in changing markers on those cars. We allowed markers on both ends to save delay.

Mr. Nisbet: Would suggest some revision of our bell signals. Was in San Francisco a short time ago and was instructed on signals among other things. I rather like their system of bell signals; it seems more like railroad signals than our. They are as follows:

- 1 bell—Stop at once.
- 2 bells—(Standing) proceed.
- 2 bells—(Moving) stop at next station.
- 3 bells—Back up.
- 4 bells—Watch or pull down trolley.
- 5 bells—Conductor come forward

6 bells—Reduce speed.

7 bells—Increase speed.

It might create some temporary confusion, but it appears to me that they are better than we have. They conform more to railroad signals.

Disposition: No action taken.

Mr. Nisbet: I don't want to stir up anything with this, but in coasting the Southern Division is on top again, and I attribute a part of our falling down to the conductors. They always get after us motormen about coasting, but I never heard of them going after the conductors. Most of the conductors are good, but a few are pretty bad. What I am saying refers to the bad ones and I suggest that the management get after these slow ones and see if they can't stir them up.

Mr. Grace: Will you report the conductors who are slow on your train? Do you turn in miscellaneous reports when they are slow? We have no other means of knowing who is at fault.

Mr. Packer: I believe the conductor is greatly responsible for the coasting record; the motorman cannot coast when he is waiting for bells.

Mr. Davis: I believe it has been called to the conductors' attention.

Mr. Grace: Yes.

Mr. Nisbet: These are a few of the things these slow conductors do:

Take too much time walking up to open switches, as if afraid it was hot or nasty.

Take too much time at registry stations making out clearance cards after entering the station. These conductors go into the station without the day or anything on the card and then write it out and call the dispatcher.

Stand in the closed section and give proceed bells when passengers are getting on or off. Practice is dangerous and causes unnecessary delay, because conductor cannot see passengers. I have noticed conductors standing inside or sitting down and when the car stops to take on passengers they get up to look and wait until the passengers are inside and they are sure all are on or off.

Fail to ascertain where passengers want to get off before giving signal, making more stops than necessary to discharge passengers. Few people keep their seats until they reach the place where they get off. I have sometimes made three stops to get one passenger off, and this is unnecessary delay.

Some of these conductors believe in letting the motorman do all the hurrying.

Disposition: Matter of conductors' co-operation will be looked into.

Mr. Nisbet: I have considerable trouble locating the distant board at Dominguez Junction, inbound, on Newport line, on foggy nights. Suggest a 1000-foot sign to show where we were.

Disposition: Additional signals not considered necessary.

Mr. Packer: We have a siding at Thenard extending nearly to the junction point. We have two tracks, one a scale track, and at the south end there is a slow board, a good thing, but it is on a curve. If there is a string of box cars on No. 1, or scale track, that slow board is obscured until within 300 feet of it. If there is anyone in the south end of that yard while cars are in that position it is liable to cause a bad accident. I suggest that the slow board be moved back about 250 feet to where it can be seen on straight track regardless of whether cars are there or not. An old-timer would not come down there fast if there were cars on the track, but a new man might and if there is anyone working we might have a bad accident.

Disposition: Situation will be looked into.

Mr. Packer: Going into the Catalina Terminal we make a stop at the S. P. There is a stop board sixty feet from the crossing. There should be about fifty more feet of landing there because we have lots of passenger trains in there, boat specials and Catalina trains. There is no place for conductor to get down. It is pretty low there. The board should be moved about thirty feet.

Disposition: Referred to Engineering Department.

Mr. Packer: At the main boulevard where trains stop to unload Catalina people there is no crossing sign; and near the Pacific Coast buildings there are two or three

crossings that need crossing signs. With the number of machines going across it, crossing signs are needed.

Disposition: Referred to Engineering Department.

Mr. Packer: Why should we have a derail after pulling out of Pier A tracks going outbound toward San Pedro before getting to the main line. We have to throw two switches, both rigid, one off Pier A leading across the S. P., and another controlling derail approaching the crossing, and it causes lots of delay. I cannot see why the derail was placed there. Why is it necessary on the far side if not on the near side of the crossing? Furthermore, S. P. trains are very few there, a switch engine occasionally. For instance, when we pull out our Catalina trains, which are getting to be numerous, we can't pull cars there and line these tracks up under present conditions because the derail is half way between S. P. and our inbound main line. No cars are set out there.

Disposition: Mr. Davis stated derail was put in by the S. P. We have had it up with Mr. Whalen to have it removed, but have not succeeded.

Chairman introduced Mr. Pontius.

Mr. Pontius: Mr. Chairman and Gentlemen: The Chairman did not ask me to say anything; he simply introduced me, so I can sit down. I did not come over to talk. I came to visit and see what I could learn about your work and your plans for bettering conditions. I just came from the Western Division meeting and I presume that all are about the same.

I was away four years and there are many things I have to learn over. You all know we are before the Railroad Commission for an adjustment of fares, and they are making a survey of service, trying to show us where conditions can be bettered. I think the Railroad Commission will do something for us. The automobile truck and bus competition is increasing as far as P. E. is concerned, and undoubtedly the people who started the road a number of years ago would never have built this electric system if they had known what was going to happen with the automobiles. As to the individual automobile, it has as good a right to exist as the railroad, but the operation of automobiles and trucks for common carrier purposes over highways paid for out of taxes of the people without just return to the state for use of the roads, is absolutely unfair competition; and it may not be this week, this month, or this year, but eventually that condition will be corrected. It will be to the advantage of those employed in the transportation service. There is nothing in Southern California that has done more to upbuild this country than the P. E., and it has never returned a dollar to its owners. On the other hand, they have had to dig up continuously to keep it going.

I have nothing more to say. I have come here to learn rather than to tell you anything.

Mr. Nisbet: Recently they paved the road (Obispo Avenue) from Signal Road to Anaheim Landing, where we cross on the Newport Line. There is a considerable grade and automobiles come down too fast. It seems to me that a wig-wag is needed on the right hand side coming in. I have had several close calls since they paved the road; never had trouble before.

Disposition: Referred to Engineering Department for attention.

Mr. Nisbet: The Long Beach jiggers come in there and conductors have to open that switch. It appears to me that it would be safer and more convenient if the switch was lined up for them. Conductor has to look to see if anything is coming, then open the switch and let the car through. If it was lined up for them to go onto the outbound track he would just have to stand back and signal the motorman to pull through. Since they have "submarines" there it is more trouble to get out and in. Think the switch should be lined up to let them out quickly.

Disposition: Mr. Davis stated that is main line and we have had two bad derailments on such switches.

Mr. Patton: Would like to call attention to the use of hat checks. The supply of hat checks with numbers on is small and we do not want to order a large number. We want the checks with names on to be

used. Those with numbers are to be used only as emergency checks. It has cost a great deal of money to get these checks with names on and we want them used.

Another thing: In handling steamship baggage: The men either do not understand the making of bad order reports or are overlooking this. Recently one conductor caught thirteen items in bad order and the Los Angeles baggage room found twenty-two. The differences seemed to be principally such things as conductor reporting lock open and the baggage room reporting the top broken. You should show top broken if it is broken. The baggage must be watched. We pay for the damage if you do not catch it; and it sometimes runs into hundreds of dollars. A little care will save us money. All we have on it is your receipt and your signature goes when you sign for the baggage. If you say baggage is in good condition we are responsible for any damage found later.

Disposition: No action taken.

Mr. Murphy: I think the same trouble exists there as in the one-man car operation. There are no rules or instructions for handling baggage and it is nearly always extra crews handling it. It is hard for a new man to come into the railroad game and learn this stuff in a week. I would suggest that some printed rules be circulated among the men breaking in and also that some rules be printed for one-man car operation, particularly as to records, signal can and markers.

Mr. Patton: Are you sure no bulletins were put out about baggage?

Mr. Murphy: Not that I know of.

Mr. Packer: There was a bulletin about six weeks ago. Furthermore, the instructions are plain on the baggage way-bills.

Mr. Murphy: I understand, but to the new man it looks like Chinese. I have handled baggage and the baggagemen throw baggage on and off.

Mr. Patton: Don't let them do it. I've told the wharf men at Los Angeles Steamship Company about it and they answer that our men take the baggage.

Mr. Packer: Don't take baggage until you're sure it is O. K.

Mr. Telegdi: With regard to Mr. Murphy's comment: I think trainmen need some instruction as to behavior before the public, to introduce a little salesmanship in competition with the jitneys. In many places the jitneys are not as clean or as fast, but the public rides in them. In many places trainmen are responsible for this failure of the public to favor the street car. Tonight when I came down to the meeting the conductor talked with us. I would not say he neglected his duty, but he kept up a conversation. Then he put one foot on a seat and one on the other, imitating a circus rider. That's only one out of many. I think if they would show a better spirit before the public it would help. I heard that the student instructors had been taken off. I think there is a place for these instructors, not only for new men, but for some older ones who don't know how to handle business in the proper way.

On Sunday, in the Line department at Long Beach, there was a call from Long Beach. One of the men went to the phone and gave a loud and very curt answer. A lady was calling to find when the next car left for Los Angeles and was told to call the ticket office. Another man called him down for it. There is a schedule right opposite the phone and he could just as easily have given the information as to have referred her to the ticket office. Our men should be educated in their treatment of the public. The Northern Division handles the public entirely different, possibly because they have older men, but that shows the value of experience.

Disposition: No action taken.

Mr. Ray: In the Long Beach barn it is necessary to throw two switches to get into No. 1 and you can't clear one before having to pull the other. It is impossible for one man to go in there without plugging one switch. Would suggest that a lever throw switch be put in.

Disposition: Referred to Engineering Department.

Mr. Ray: Near Naples, leading from double track to single track, outbound, the target has recently been painted and shows

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red in normal position. Would like to suggest that it be corrected. If on the side track it shows red and coming back it shows red.

Disposition: Referred to Engineering Department.

Mr. Ray: With regard to reports on overhead work by motormen, I am on the line car at present and am in position to know. There seems to be many false reports. We all know that if anything needs repairing it should be repaired right away. We notice that certain men always make the same reports. Other men make no reports unless something is wrong. Motormen should be sure about reports. Sometimes when you are on the San Pedro or Newport Line you have to go to the Santa Ana Line on a false report and it takes time and money. You may be stringing wire and have to leave it. We ask other motormen about the same place which has been reported and they have no trouble, while others are always reporting trouble. Suggest that they watch closely and use some judgment. If they go too fast and lose trolleys, watch that place and try it again before reporting that there is trouble.

Disposition: No action taken.

Mr. Murphy: I think I have sent in as many reports as anyone. There has been a very bad line on Santa Ana Line. At Morton it sometimes rides all right, and now when you come down slow for the light box it will not ride with some crews, although it should ride with all of them. I believe in reporting such cases. When the bulletin first came out to make reports on trolley jumps I watched closely. If a man wants to creep around and take all kinds of time he can do it. I had the best coasting record and it is simply due to finding the best places to coast. I see no reason for the trolley coming off at Watts crossover and believe the wire should be lined up to ride properly. They have recently installed new trolley and it seems to be all right. At Slauson Avenue there is a brush or contactor on the wire and you lose both trolleys if you go over it very fast. In making reports the motormen neglect it. I have watched them every day and have seen them lose trolleys and if you ask them later they don't know.

Upon question by Mr. Davis, Mr. Murphy admitted that conditions at Watts had improved a great deal recently.

Disposition: No action taken.

Mr. Telegdi: Speaking about overhead switches: I have looked into this and it is true that these switches are out of line sometimes. The line department gave orders to put switches back in place. These switches are supposed to be 14 inches from track and cars taking them fast lose trolleys. A report comes in and the line department tries to fix it. Motorman finds it rides better, and tries to use more speed. Eighteen inches is the limit and the line department moves it back. The motorman will have to come down to speed restrictions over switches and not try to make high speed on them.

Disposition: No action taken.

Mr. Ray suggested that diagram of pole and overhead, with proper names of parts, be posted for information of trainmen.

Disposition: Referred to Electrical Department.

There being no further business, meeting adjourned at 9:25 P. M.

G. H. GRACE,  
Secretary.

#### AGENCY CHANGES

Effective November 1, 1921, P. F. O'Neill was appointed agent at Sherman. Mr. O'Neill entered the service of the Company in 1920 as a Relief Agent, later being appointed agent at Arlington, which position he held until transfer to Sherman was made.

#### Absent-Minded to the Last

"The celebrated professor died and his coffin was laid out in the churchyard. But in the night he forgot that he was dead, got up and went home."  
—Karikaturen (Christiania.)

#### CONDENSED STATEMENT

### THE FARMERS & MERCHANTS NATIONAL BANK

OF LOS ANGELES

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

SEPT. 6, 1921

#### ASSETS

Loans and Discounts .....	\$22,205,494.69	
United States Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Certificates of Indebtedness...	2,238,265.37	
Other Bonds, Stocks and Securities .....	1,037,469.55	
Bank Premises .....	451,695.64	
Customers' Liability on Letters of Credit .....	225,265.21	
Customers' Liability on Account of Acceptances .....	27,320.71	
Redemption Fund with U. S. Treasurer .....	75,000.00	
Interest Earned, uncollected .....	99,645.73	
Cash on Hand .....	\$1,994,408.70	
Due from Federal Reserve Bank of S. F. ...	1,970,625.94	
Due from Banks .....	2,386,076.86	6,351,111.50
		<b>\$34,211,268.40</b>

#### LIABILITIES

Capital Stock Paid in .....	\$1,500,000.00	
Surplus .....	1,000,000.00	
Undivided Profits .....	1,347,676.48	3,847,676.48
Reserved for Taxes .....		13,099.40
Reserved for Interest .....		55,781.78
Unearned Discount .....		20,644.39
U. S. Government Securities borrowed .....		881,000.00
Letters of Credit .....		238,230.63
Acceptances Based on Imports .....		27,320.71
National Bank Notes Outstanding .....		1,434,700.00
Bills Payable with Federal Reserve Bank .....		150,000.00
Rediscounts with Federal Reserve Bank .....		800,000.00
DEPOSITS .....		26,742,815.01
		<b>\$34,211,268.40</b>

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, Secretary.

Correct, Attest: John E. Jardine, H. F. Stewart, C. A. Ducommun.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, to do a Trust Business.

#### OFFICERS

J. A. GRAVES, President	
T. E. NEWLIN Vice-President	J. M. HUTCHISON Asst. Cashier
H. F. STEWART Vice-President	A. E. ELLIOTT Asst. Cashier
V. H. ROSSETTI Vice-President-Cashier	G. H. NAEGELE Asst. Cashier

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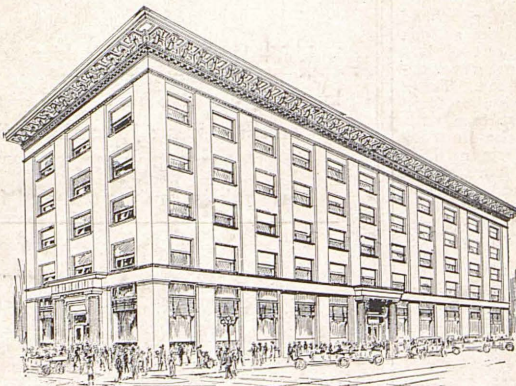
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