



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. JANUARY 10, 1921

No. 8

NO ACCIDENT WEEK

JANUARY 24-31

1 9 2 1

A Seven-Day Period of Co-operative Effort by every employe of the Pacific Electric Railway to prevent any accident for which this company or any employe would be responsible.

Complete co-operation by units and accross the entire system is requested. This work involves every constituent company and is often increased.

Responsibility for each individual one of our employes cannot be shifted to others.

S. A. BISHOP

CHAIRMAN OF EMPLOYES' COMMITTEE



WM. SIMKINS
Valuation Engineer



C.K. BOWEN
Assistant Engineer



L.B. DENTON
Assistant Engineer



M.C. HALSEY
Structural Engineer



J. P. GOULD
Office Engineer

ENGINEERING
DEPARTMENT

PACIFIC
ELECTRIC
RAILWAY

JANUARY 10, 1921



E. C. JOHNSON Chief Engineer

EMPLOYING
AVERAGE OF
1000 MEN

1/5 OF THE PAY ROLL
OF THE SYSTEM
IN NUMBER

BUILDERS & MAINTAINERS
OF THE
ROAD'S FOUNDATION



I. A. HUBON
Chief Draftsman



H. E. De NYSE
Assistant Engineer



D. E. PLANK
Bridge and Building
Supervisor



L. A. CROOKS
Paving Supervisor



L. J. SMITH
Assistant Engineer



JAMES FOSTER
Roadmaster



JAMES SHEARN
Roadmaster



V. B. RADCLIFF
Roadmaster



ISAAC McINNIS
Roadmaster



J. A. SELFRIDGE
Roadmaster

THE "JOBS" OF THE RAILWAY'S ENGINEERS

The popular conception of an engineer is that he is a fellow who draws pictures while seated in a cozy office chair while another fellow does the work; and his importance, from the public's view point, and probably from that of employees of other departments, is thought of much as an old story that went the rounds several years ago of a washout occurring on one of the Northern Lines, several hundred miles from headquarters. The maintenance for the district was under an old Scotchman, who possessed many years experience in actual railroad work. Upon receiving the news, the General Manager punched up the Superintendent relative to re-installing the bridge; who in turn instructed the engineers to get out plans and details, and who also advised his Scotch Road Foreman that he expected that line open at the earliest possible moment. A day or so later a wire came in from the Road Foreman: "Pictures just received from your engineer. Bridge opened and trains going through YESTERDAY."

In order to give our Magazine readers a true idea of what constitutes the Engineering Department and the duties of its many employes, my assistants, the fellows who really do the work, will also tell the story for me.
E. C. JOHNSON.

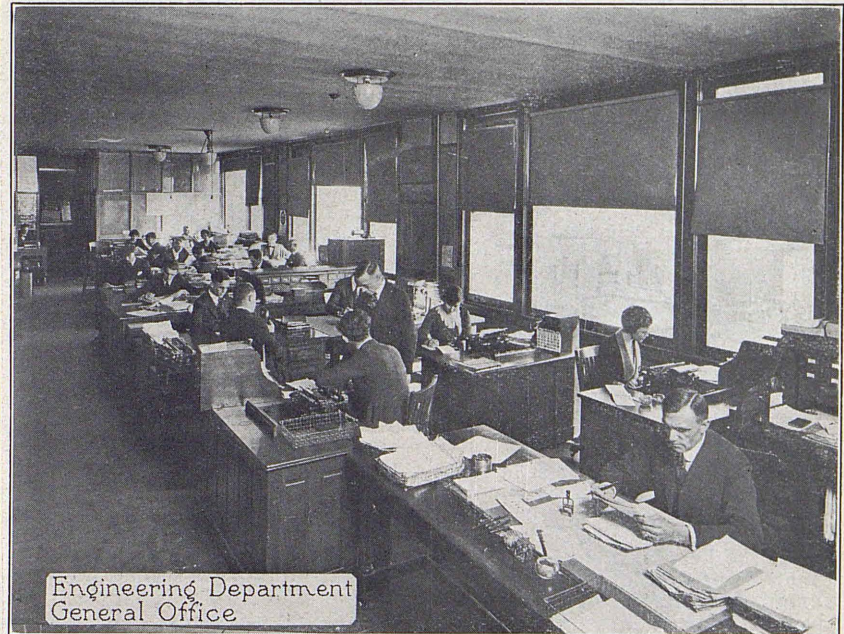
VALUATION BUREAU

By Wm. Simkins

In a former issue of the Pacific Electric Magazine there appeared an article on the Valuation of the Property of the Pacific Electric Railway Company, in which this subject was treated with reference to the preliminary and detail work involved, and it is no doubt unnecessary to repeat what was said at that time.

Since the article referred to was written, the great mass of figures and details entering into this work have been assembled and it will no doubt be of interest to state that these figures show that to reproduce new the physical property of this Company as of June 30, 1914, would have required the expenditure of a sum of money considerably in excess of \$75,000,000.00, the official figures not having been given out as yet by the Railroad Commission, whose Engineers have been engaged in checking this valuation.

It should be borne in mind that this figure is based on average prices of labor and material prevailing during the few years immediately preceding date of valuation (June 30, 1914) and consequently it requires no great stretch of the imagination to enable one to realize, at least in a general way, the amount of money which would be involved, at current prices of labor and material, in reproducing new the property of this Company as of the present date, especially when the fact is taken into account that the Company has expended many millions of dollars for



additions, betterments and extensions subsequent to June 30, 1914.

One of the duties of the Valuation Bureau is that of furnishing values of property to be abandoned, and this work is frequently quite complicated in view of the regulations of the Interstate Commerce Commission which require the setting forth of abandoned property by units and accounts, and when this work involves one of our older constituent companies the difficulties are often increased.

The fact may be of interest that the Valuation Bureau has handled upward of three hundred such matters during the current year, covering a range including swans, horses, sewing machines, tracks, poles, wires, land, machinery, buildings of various kinds, bridges, etc., etc., which goes to show the many changes which are constantly occurring in a system as large as the Pacific Electric Railway Company.

To the Valuation Bureau also falls the task of keeping the system of records required by the Interstate Commerce Commission under its Valuation Order No. 3, Second Revised Issue. This regulation necessitates an analysis of the many and various charges to each work order involving charges or credits to capital account, and the combining of same in such manner as to represent, respectively, the cost of the various physical and engineering units added to or retired from the property of the Company, and, whilst this Valuation Order No. 3 may not always be clearly understood by all, it would appear that as time passes the information recorded under this Order will be of great value as it will have the effect of automatically keeping a Valuation of railroad property up to date and also provide in the future quick means of ascertaining ledger values of property retired when same has been installed since this Order became effective.





THE FIELD ENGINEERING BRANCH

By Charles K. Bowen

Comprised in its entirety of but sixteen men out of the fifteen hundred which go to make up the total force of the Chief Engineer's Department, it might be hastily assumed that the modest Corps of Engineers called by common consent, the "Field Force," is by all odds the least important of the several branches of which the Engineering Department is composed. Should this be called to the notice of one of our loyal young Engineers, he would very likely have as a comeback something to the effect that it was likewise true that, approximately speaking, the human brain, by quantity, accounted for but a scant two per cent of the average individual.

Without, in the least, disparaging the various other branches of our Department; it is a fact that right here in our own little force is one place where intelligent minds carefully trained along technical lines and seasoned by experience are absolutely essential. Entrusted with the design, estimate and laying out of work running into thousands of dollars annually, it can be readily understood that mistakes might easily cost the Company dearly.

To us falls the work of making all preliminary surveys for any proposed new work or extension; the passing upon the practicability of various projects advanced by outside concerns in matters of an engineering nature which affect our Company or its interests; investigating and making recommendations in the case of all requests for use of our physical properties by outside individuals and firms; supplying technical data and furnishing expert engineering evidence in the numerous law suits in which our interests are involved; estimating the cost—very frequently the figures being desired within the "next

thirty minutes"—of anything from a dinky flight of wooden steps at the end of the Arrowhead Springs line to adapting the train shed of a proposed Union Depot at the Plaza for a landing for aeroplanes.

To us comes also all work orders in course of preparation, so that the detailed estimates may be properly prepared and checked. Does the City of Hermosillo Beach decide that the private right-of-way of the Pacific Electric Railway—obligingly turned over for use as a public street and nicely paved (at the Railway's expense)—offers an easy solution of its growing traffic problem and gently hints at a hearing before the Railroad Commission or, perchance, a suit to condemn the said right-of-way, one

of our soft voiced young Engineers (most of whom are "hard boiled" ex-service men) is thrown into the breach and, as like as not, comes back from a conference with the city dads with a report that their demands have been modified by calling off their scheme of confiscation in return for a new sign at the Hermosillo Beach station.

It is an interesting work and no complaint because of lack of variety. The personnel of the force follows, some having seen service continuously with the Company for eighteen years:

Charles K. Bowen, Assistant Engineer, in charge.

George McClure, Assistant Engineer.

Donald Batman, Assistant Engineer.

Bertram W. Carrington, Estimator.

Fred W. Spencer, Estimator.

Jonas Frownfelter, Instrumentman.

Earl Van Dusen, Instrumentman.

Ernest R. Hayward, Instrumentman.

Robert E. Humphreys, Instrumentman.

Arthur H. Hildebrandt, Levelman.

Everett C. Hall, Levelman.

Charles E. Fabre, Rodman and Chairman.

Wm. H. Seeley, Rodman and Chairman.

Edward H. Sleeper, Jr., Rodman and Chairman.

Clyde S. Read, Rodman and Chairman.

Thos. O. M. Jones, Rodman and Chairman.

— PE —

CONSIDERATE MULE

A negro was trying to saddle a fractious mule, when a by-stander asked: "Does that mule ever kick you, Sam?"

"No, suh, but he sometimes kicks where I'se jes' been."—Am. Legion Weekly.





Track Foremen and Sub-Foremen

ROADWAY FORCE

Comprised of about two-thirds of the total force of the Engineering Department, the Roadway or "Track" Force is directly responsible for the expenditure of a large portion of the Company's revenues but at the same time plays an indispensable part in making possible the service from which such revenue is derived. Although an important function is the construction of new lines, for some time past its chief duty has been the maintenance of our present system of more than 1100 single track miles.

"New work" we always have, such as reconstructing with heavier rails, sections of track through city streets at times when they are to be paved as well as at times in open track where it is necessary to meet the needs of heavier service. With the reconstruction in City streets, in meeting our legal obligations, we are called upon for the expenditure of large sums to provide heavy rail sections, paving, etc., etc., which in the case of rail is much in excess of our needs and the paving of no value whatsoever in connection with our operation. The basic reasoning which calls upon the companies to meet such high standards of construction and assume the cost of paving can well be questioned; this is a condition from which we must work for relief.

Also there are constant requests being made for tracks to serve new Industries or extensions to meet their growing needs, due to the untiring efforts of the Freight Department, and as a result of the increasing freight traffic, storage tracks, scale tracks, etc., must be constructed from time to time, but even though the expenditures for such additions or betterments are of no mean importance the force employed on such work compares about as 1 to 6 with those employed in the upkeep of our present facilities.

To properly care for the construction and maintenance of tracks, the Chief Engineer has directly under him as Supervisors: 1 Assistant Engineer; 6 Roadmasters, each having a specified district and an Assistant Engineer for the Eastern District, the personnel being as follows: L. B. Denton, Assistant Engineer supervising all districts, with the exception of the Eastern; Roadmasters: James Foster, Northern; I. McInnis, San Pedro-Redondo; James Shearn, Western; James Selfridge, San Dimas-LaHabra; V. B. Radcliff, Southern; L. A. Crooks, City; and H. E. De Nyse, Assistant Engineer on the Eastern District. Under these Supervisors the system is divided into 27 sections with Foremen and Assistants in charge of regular maintenance gangs; to them falls the ordinary renewals, repairs and numerous miscellaneous duties, all requiring attention to provide a satisfactory service.

In addition to the Section Gangs, of from five to twenty men each, there are larger gangs, known as "extra gangs," composed of foremen, sub-foremen, watchmen, toolmen,

and from 25 to 100 laborers each. The number of gangs, as well as number in each gang, varying from time to time as the amount of work is reduced or augmented, but usually there are six or more such gangs. To these fall the duties of construction of additional tracks and extraordinary repairs and renewals.

Some idea of the momentous task involved in the proper maintenance of such a system as ours, might be conveyed by the following: There are in excess of 2,750,000 ties in service or enough so that if placed in one pile, it would be about the size of the P. E. building, or if placed end to end, they would have a total length of more than 4,000 miles. The average life of these ties is between 10 and 12 years, with the exception of the comparatively few treated ties in paved streets, which have a somewhat longer life. From this great number and their average life some idea of the necessary yearly renewals may be gained, and the consequent expense as to labor and material, from this one item which is one of our greatest revenue consumers.



Eastern District Foremen, Signalmen, etc.



Track Foremen and Sub-Foremen

The average monthly pay roll for the Roadway Division this year has been about \$43,523.00 and with materials added in, about \$64,000 per month; these sums represent, respectively, the cash collected from about 725,400 local fares or 87,046 round trip fares to Pasadena and 1,066,700 local fares or 128,000 round trip fares to Pasadena.

In addition to the forces mentioned it is necessary to keep smaller gangs for special services where one certain class of work requires any great amount of attention, for example, Weed burner crew, Electric Crane Crew, Steam Shovel, Campmen, Rodent Exterminators, Station Cleaners, and Gardening force, all performing necessary services and taking advantage of many labor saving devices, which reduce unit expense in connection with many duties, only as may be accomplished on systems as extensive as ours.

PE

MAINTENANCE OF WAY PROBLEMS, PAST AND PRESENT

By James A. Selfridge

Regardless of the conditions under which transportation is conducted, essential work in the "Maintenance of Way Department" of a railroad does not vary to any great extent. Considering the subject of essential track work, there are certain fundamentals of maintenance which must always be held in mind. First, that maintenance is the life of existing track structure; second, that maintenance must be continuous, sufficient, constructive and progressive. No single maintenance operation can be neglected without affecting the entire track structure sooner or later. It is apparent from even a casual glance at our track situation that tie renewal is the essential issue with us and during the past year tie renewals have been pushed very vigorously. The amount of material and the number of men available rather than money costs, was the only limit to this particular operation. It must be remembered that ties and rails are the two basic units of track construction; without them track cannot be maintained safely for any consider-

able period of time, and a shortage of either of these or an inadequate supply of both calls for prompt consideration.

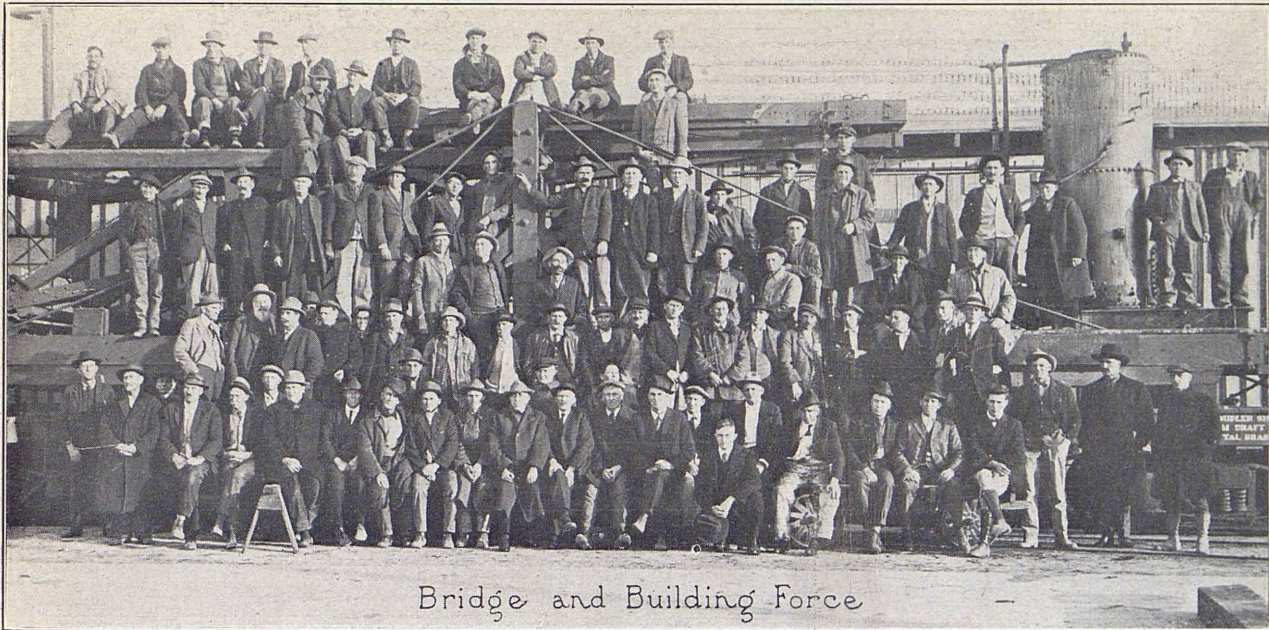
We, of the "Maintenance of Way Department," have had and still have a big problem on hand; big because for several years the track has suffered from lack of men and material and for this reason we are now facing an abnormal tie renewal on practically the entire system. Had conditions been favorable so that a progressive line of maintenance could have been followed out during the past few years, our large increase in maintenance for the past year would have been eliminated. Beginning in July 1915 as I remember very distinctly we were called on to do only the most essential work, or "hit the high spots" as it is generally termed. This was at first due to the necessity of restricting expenditures and later to the growing scarcity of men, the scarcity of men existing until January, 1920. Since that time adequate forces have been at work, resulting in a large volume of maintenance work

being done, making a decided improvement in the riding qualities of the tracks as well as a much safer condition for high speed operation. There still exists a large amount of essential work to be done (an absolute essential in track maintenance is to maintain the track in good physical condition so that it will be safe at all times for traffic). The primary elements in this are proper inspection line and surface, and good ties properly placed and for those who are directly interested, I will say this is a matter for closer supervision, ever remembering that track is continuous from terminal to terminal and if too much time is used at one point sufficient time may not be left to do the necessary work at other points where dangerous places have developed.

While the tracks may be rough if the ties are good we have very little cause to worry, except however it should be remembered that rough track is a cause of deterioration in equipment regardless of the tie conditions. Rough track and poor ties



Field Force



Bridge and Building Force

are not only a source of worry and anxiety on the mind of those who are responsible for maintenance but they also make a very uncomfortable riding condition as well as a dangerous condition for the movement of trains.

Therefore, let us have closer supervision.

PE
DRAFTING ROOM

By I. A. Hubon

If the main line track, spurs and sidings of the Pacific Electric Railway Company were constructed as a single track line, it would extend from Los Angeles to a point three hundred miles east of Salt Lake City.

In the construction and maintenance of a system of electric railway as extensive as this it is quite necessary that many maps, profiles and plans be prepared. Drawings are made of almost everything that enters into the construction of the railroad; preliminary maps on which is

delineated the proposed route, property lines, land needed for right of way, etc.; profiles showing the ground line and the proposed grade line, from which estimates of cost of construction are made; plans of bridges, culverts, track special work, interlocking and signal plans, and a great many miscellaneous plans and sketches.

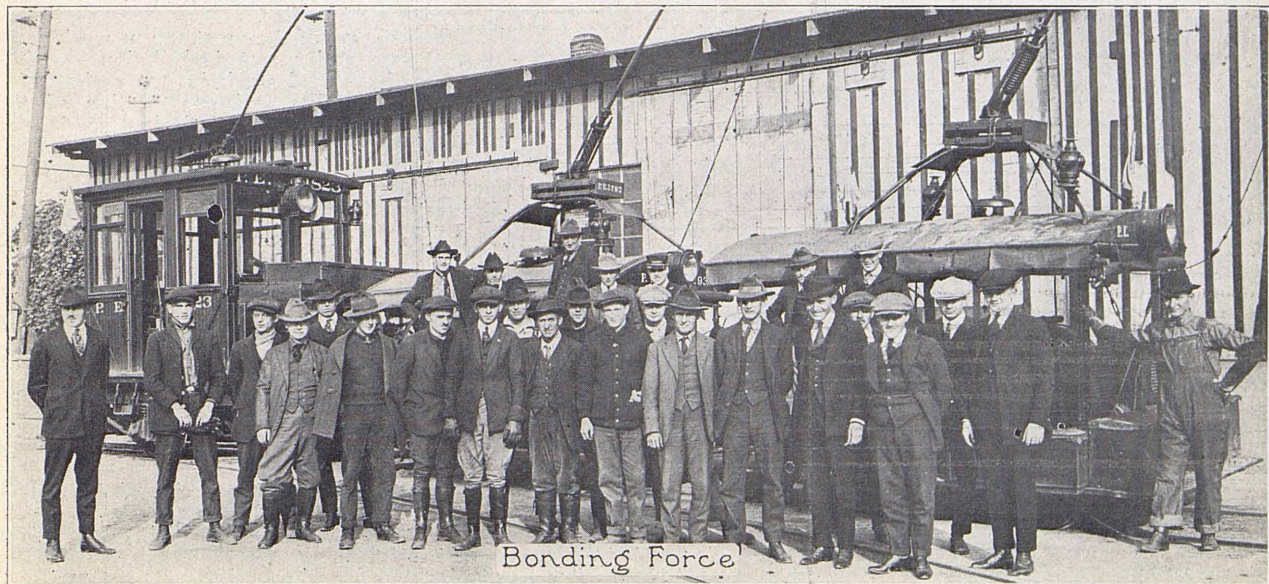
To one not familiar with the work of the Chief Engineer's Department it might seem that there are unnecessary plats and sketches made; however, these plats and sketches, which require but little time to make, often more clearly illustrate a project than many folios of written explanation.

Our map files, the accumulation of many years of construction and maintenance, now contain more than twenty-five thousand maps, profiles and drawings. Many of these maps and profiles were made before the construction of the lines and are very valuable to the railway company in

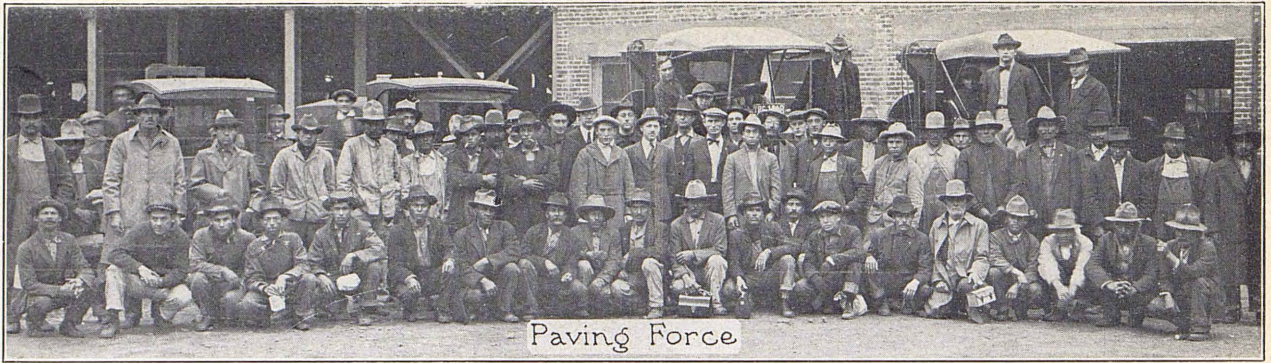
flood damage suits and other litigation in which it is necessary to establish the location of river channels, the boundary lines and corners of property and other topographical features as they existed before and during construction of the railroad.

We also have about twenty-five hundred field books which contain the survey notes from which the maps and profiles were made. These books are referred to constantly in the drafting room, enabling us to define the lines of company property and to establish the location of corners long since destroyed.

Another valuable record consists of right-of-way maps of each line on which is shown the location and dimensions of each piece of right of way and property owned by the Pacific Electric Railway Company or Pacific Electric Land Company in the counties of Los Angeles, San Bernardino, Riverside and Orange. This property has a value of many millions and



Bonding Force



Paving Force

requires constant care to protect these Companies' title from Torrens Land Registration actions, assessments for various improvements and other troubles that afflict holders of much real estate.

Our deed file now contains more than eight thousand documents covering a complete record of all transactions effecting the title to this property.

It is part of our duty to keep the right of way maps to date, make plats and descriptions for all transactions which originate in our company, and check the descriptions in all documents received from other sources.

In the preparation of railroad maps and plans there are innumerable computations required, areas of property, excavation and other construction quantities, the planning of track special work for yards, terminals, crossings and connections at junction points. The greater part of these calculations are performed in the drafting room.

The following statement of data required on maps and profiles which are filed with the Railroad Commission of the State of California illustrates the amount of work required to produce them, and the great value of our engineering records:

"Maps must show accurately to scale the alignment of the railroad, special attention to be given to the following features, viz.:

All State, County and Municipality lines, and all section and land lines and the station number of intersection with railroads the extent of tracts of land crossed and adjacent thereto., with distances to corners and dimensions of tracts.

The names of owners of adjacent land, from whom deeds were obtained, and names of original surveys. With name of land owner shall be number or reference to railroad real estate files.

The acreage of land acquired out of each tract crossed. Also width and dimensions of each tract of real estate owned.

All sidings, spurs, yard and industry tracks, and also tracks of other railroads and street car lines that come within limits of map. The length of each track shall be noted thereon.

All railroad buildings and way structures with dimensions and location, also location and extent of buildings and structures of industries to which the railroad has tracks, or adjacent to its tracks.

Profiles must show most of data on the maps with following data:

Show in vertical projection the ground and subgrade lines; the elevation and rate of grade, vertical curves, etc.

Show character, dimension and location of all bridges and culverts Show depth of penetration of piling in trestles and depth of bridge foundations.

Show on each mile the following construction quantities, viz: Clearing; grubbing; total excavation and classification; total embankment; overhaul; classification borrow; trestle timber, trestle piling; culvert masonry with classes; bridge masonry with classes; weight of steel bridges; bridge excavation; foundation piling, etc.; length and kind of culvert pipe, boxes, etc. Show also the quantities of excavation and embankment, with classification of each cut and fill, dividing same at mile posts. Show also amount of material in each bridge and culvert in connection with its designation."

In Mr. Webster's well known volume, among several definitions of the word "draft" we find a suggestion that it might also mean "a drawing of lines for a plan." I sincerely believe that should there be a "solemn referendum" by the members of our drafting force it would result in an overwhelming majority in favor of Mr. Webster. If anyone should ask me I would say that even in this day and age the drawing of lines for plans constitute a considerable portion of our work in the drafting room of the Chief Engineer's Department.

PE

STRUCTURAL ENGINEERING OFFICE

By M. C. Halsey

The Branch of the Engineering Department commonly known as the Structural Engineering branch, handles, using the after-dinner expression, every thing from soup to nuts in connection with the designing and construction of bridges and buildings and the installation of equipment necessary for the convenience of employes and the traveling public. The problem being to satisfy those directly concerned and stay within the authorized expenditure for in the majority of cases the appetite is in excess of the purse and it seems to be much easier to kick about what has not been done than to make favorable comment on what has been done.

Practically all estimates for new buildings and for changes or alterations in existing buildings are made in this office, it being the practice to

furnish a preliminary sketch with each estimate in order that an intelligent idea may be had of exactly what the estimate covers. Upon receiving approval for new work detailed drawings and specifications are made which, upon completion and after having been approved by those concerned, are either handed over to our Bridge and Building Department with the authority for construction or sent out for bids in the open market. In either case this Department sees the construction through to completion and the structure or improvement turned over for operation. At present we are contracting approximately 90 per cent of the new building work.

The problem of standardizing buildings and details is one which has been given much thought and study but to date has not worked out to advantage except for section camps and certain classes of depots and waiting stations. Either the Department concerned, the interested community, or building site, in the majority of cases, demand special requirements which must be conformed to, thereby necessitating a special drawing.

In the case of bridge work the Southern Pacific common standard drawings and specifications are used wherever possible, but in many cases it is necessary to make special designs meeting local requirements. Where bridges are fabricated in the local shops, shop inspection is made by this office.

Some of the most recent work coming under our jurisdiction consists of all field work in connection with the design and construction of the Torrance Shops, design and construction of San Pedro depot, San Bernardino sub-station, Filter system, Redondo Beach bath house, design of bridge and piers for Verdugo wash, and piers for Santa Ana and El Moro bridges.

The personnel of the Department is: Milo C. Halsey in charge, E. C. Batty, H. C. Mower, M. C. Ayers, Tom Allen, M. C. Hendrie.

PE

MARRIED A NATIVE

They were looking at the kangaroo at the zoo when an Irishman said: "Beg pardon, sor; phwat kind of a creature is that?"

"Oho, that is a native of Australia," said the gentleman.

"Good hivens," exclaimed Pat! "an' me sister married one of thim!"—Boston Transcript.



A Few of the 91 Children at Latin Camp

CAMP WELFARE

Miss Viva M. Carr

Having been asked to tell something about the work of the Engineering Department Nurses among the families of the Mexican Employees living in the various section camps along the Pacific Electric Lines, will endeavor to give as comprehensive and short a report as possible.

There are twenty occupied section camps, varying as to number of houses and number of inhabitants, and these are divided between the two nurses. Each nurse visits her camps as often as possible, and if there is illness, as often as necessary. The largest of the camps, located at Latin and in charge of Miss Peterson, has at the present time an unprecedented number of families, forty-nine, and a total of ninety-one children, thus demanding much of her attention. The number of families ordinarily has been from thirteen to sixteen. All camps, however, have been full to overflowing for the last two months.

The houses are in rows, six or eight houses to a building, and, as a rule, two rooms in each house. Each laborer and family is allowed one house. Stoves and fuel are furnished, and in some camps there are electric lights, shower baths and modern toilets. Campmen keep the camps clean, and repairs to houses are made as needed. Mr. Dan Gilmore is the inspector for all section camps and sees that they are kept in as sanitary a condition as possible. Our model camp is at Culver Junction, and has laundry shed, modern toilets, shower baths and electric lights.

The nurses enter the house of every family, noting conditions while visiting with the occupants. If there is a marked lack of cleanliness, after one or two visits, we mention the fact



Camp Inspector and Nurse

and make an effort to instruct them along those lines. If there is vermin, we use the proper methods for eradication of same. If there are cases needing attention, either give it or take them to the dispensary. Under-nourished children are our greatest difficulty, for it is very hard to get the parents to see where the diet is at fault. If we succeed in this, they will tell us that they cannot buy the proper food, thus adding to our difficulties. It is a wonderful work, however, and there is a great deal of satisfaction in watching the few who attempt to follow directions. When there is actual illness we give the best attention possible, under the circumstances, for this is the time when we have our greatest opportunity to teach cleanliness, fresh air, care of the sick, etc. Besides, we find that actual bed-side care makes our people more receptive to instructible to turn the indifferent one into one who is willing to learn and to do.

We instruct the women along all hygienic lines, attempting to change

those customs which are harmful, but remembering to praise those which are good. I find that all races have many good customs and that the diet-list always includes some very nutritious articles of food, even tho they differ so greatly from our's. These I encourage them to use, adding on whatever seems necessary. Our success depends greatly upon the mentality of the women and the type. It is interesting to note the varying types of Mexican, as one travels from door to door, from camp to camp. The stupid, sullen Mexican of the lower type, is our problem and a very discouraging problem it is. From this type on up we have many different grades, all more or less pliable, some naturally clean and some naturally dirty.

As with the majority of races, we have superstition as our greatest enemy; and, in addition, with the Mexican, we have fear of the Doctor and hospital, and last but not least, suspicion of our motives. Once we get results, however, and prove that our intentions are good, all these barriers are broken down. Of course our greatest asset is the younger generation, for they are growing, are very much alive and are more receptive to new ideas and new customs. They often teach their parents when we fail.

In short to make a summary of our work, we try to prevent illness, to teach hygiene and sanitation, to keep the people free from vermin, to make more comfortable the sick, and to make all better citizens. We would like to teach our people the English language, but time is limited and it is not possible to do so. In a few camps we have "Home Teachers," and for them we are very grateful, for they are doing a wonderful work.

In conclusion, may I ask that all who read this will assist the American-

ization Movement whenever possible. The foreign problem is a grave one and worthy of your attention. We must be fair and give them their chance. In fact, it is a necessity.

May we ask for all co-operation possible.

Note: If there are any whose children, boys especially, have outgrown their coats, shoes, sweaters, etc.—ages 6 to 14,—we would be very grateful for same.—Room 690 P. E. Building.

PE

BRIDGE & BUILDING DIVISION

B. F. Manley

The B. & B. Division of the Engineering Department is composed of from 90 to 100 men under the direct supervision of the B. & B. Supervisor and his Assistant, the B. & B. General Foreman. It comprises 8 crews, each under the head of a Foreman and each crew classified to handle a certain line of work.

First we have the Division general maintenance crews and in this we divide the system into 3 divisions similar to the Operating Division and have a crew of from 8 to 20 men for each Division with headquarters at Washington Street Yards, State Street and Sherman, each under the head of a Foreman whose duty it is to see to all maintenance work arising on his Division, such as repairs to bridges, culverts, depots, car houses, shops, waiting and freight stations, right of way fences, and the construction of new stations, bridges, culverts and numerous other duties that arise from time to time.

Extra gang No. 4, generally known as the pile driver crew and working from 15 to 30 men, is equipped to handle all large bridge construction jobs, an example of which is one nearing completion at King Station on the Santa Ana Line, where we have installed two 135 foot clear spans through Pagram Steel Trusses supported on concrete piers with 810 ft. creosote pile trestle approaches at a cost of approximately \$70,000.00. The Bridge Spans the Santa Ana River.

At the present time we also have under construction at El Moro on the Newport Line, three 60 foot deck girder spans supported on concrete piers with 360 foot creosote pile trestle approaches, also spanning the Santa Ana River. As this bridge will also carry the Southern Pacific steam trains, it is being constructed for C. S. E. 55 loading which is somewhat heavier than we use on Electric Line construction as most of the steel bridges we have placed are bought second hand and constructed for an E.35 loading.

Extra gang No. 5 is equipped to handle concrete, this crew averages about 12 men the year around and we keep quite busy installing reinforced concrete culverts which the company is legally required to build in the different municipalities through which it operates. As concrete is a permanent construction it is not surprising that these people should specify this class of construction and although the initial cost is quite high,

once it is placed, future maintenance, as a rule, can be forgotten.

This crew also has the placing of the concrete piers for large steel bridge jobs such as the one I have already mentioned on the Santa Ana Line where we installed three piers containing over 750 cu. yds., concrete, likewise placing of concrete retaining walls, side walks, curbs, etc., over the system.

Gang No. 6 is a miscellaneous crew composed of men who each have their individual duties to perform and includes: The Materialman and Assistant who have charge of the disbursing of all tools and material carried in MOH accts.;

The carpenter in charge of cabinet shop who handles all work coming under this heading, which includes the making and framing of signs, care and repairs to door checks, cash drawers and other minor repairs at depots and many other duties too numerous to mention;

The carpenter who handles all repairs at Section Camps which keeps one man continuously on the go;

The Bridge Inspector who handles all Inspection work in connection with the Department.

Gang No. 7, known as the Painting Crew, comprises from 10 to 14 men under the head of a Painter Foreman who has charge of all painting, both maintenance and new work. As the life of wood and steel depends upon the proper application of good paints and at the proper time, it is a branch of the work that has to be watched very closely, taking into consideration first the necessity, the cost, the general appearance and results obtained as there is nothing that helps the appearance of a building like a new coat of paint—but we are not always justified in painting for appearance alone. A bridge or building must need the paint for preservation before we are justified in going to the expense of repainting and often times a structure can be carried along for a year or two by simply touching up the bad spots as they appear.

The life of a painting job depends a great deal upon the proper application of paint in the first instance, especially is this true of steel work where if steel receives a proper application of the shop's coat, closely followed by a proper painting after it is erected, it will be several years before there will be any maintenance expense. Of course, a great deal depends on the location of the structure and the presence of elements that tend to destroy the paint films, as once the action of rust sets in it is almost impossible to check it. In several bridges we have located on our beach lines the ocean waves spray directly on the steel and it means a yearly job of repainting and then the rust will get in.

Four men, including a Foreman, makes up gang No. 8, the plumbing or water service crew, and as we have approximately 600 plumbing fixtures that are subject to the constant use and abuse of the public you may well know it keeps these men going to keep them in first class condition and

handle other duties which include repairs and installation of water lines, recharging and installing fire extinguishers and other fire protection apparatus, repairs to stoves and other miscellaneous duties that arise.

One of the largest and worst features we have to contend with in this line of work is the maintenance of plumbing and water service in our section camps. In several of our large camps in addition to sanitary plumbing fixtures, are also hot water facilities for bath and washing of clothes, and as this water is all drained to cesspools and camps are located in low water bearing ground, it is no small problem to handle the waste in a sanitary manner. Electrolytic action also causes considerable trouble at times in our various water lines.

This constitutes a general outline of the duties performed by this department at a cost of approximately \$400,000.00 per year, of which about 50 per cent goes to Capital acct. or new work, the balance for operating expenses.

It is during the month of January and February which we are now facing when the rainy season visits us that the B. & B. Department is put to the real test, when as in 1914 and again in 1916, almost every line of the Pacific Electric was washed out and in several places gaps of from 750 to 1000 feet, which had to be bridged before operation could be resumed, when a straight 48 to 72 hour shift working in the rain and wind were matters of small consequence, as the trains must run and the tares were mended, although 1914 washouts alone cost the P. E. Ry. Co. around \$250,000.00, and it took practically a year to completely repair the damage.

Although 1914 was a disastrous flood year it awoke the Government as well as the County officials to the necessity of flood protection and since that time thousands of dollars have been spent for this purpose and we have co-operated with these people by erecting clear span steel bridges over the most important rivers, and we have on program now the placing of no less than six structures at the most dangerous places which will eliminate washouts at these points.

It will probably be a long time before we see another flood like the one in 1914, but we must be ever on the alert and ready to cope with one if it should come, and her's hoping it don't, and looking forward to a prosperous year for the P. E. Ry. Co.

PE

DID HIS BEST

"You are suffering from brain fag and ennui, you should take more interest in your business," announced the specialist.

"I would like to," replied the patient.

"Then why don't you?" demanded the specialist.

"The law won't let me," replied the patient. "I'm a pawnbroker."—Houston Post.

BONDING AND WELDING

By L. J. Smith

With the Pacific Electric, like practically all other electric railway systems in America, the return circuit for the propulsion current is through the rails. For this reason it is necessary to have the rails electrically connected by some other method than by the angle bars or fish plates. When the track is not welded some form of electric connection between the rail ends is necessary.

In the early development of electric railways, the bonding of the rail joints was not thought necessary and it was not until the Engineers found that the voltage on the line, a short distance from the power houses or substations was very low and that there was a great deal of power lost somewhere on the line, that the study of rail bonding was given an important place in Electric Engineering problems. It was also observed that the snow would always melt away from around the rail joint. The reason for this being that the joints would work a little loose and the dirt and water would get in between the angle bars and the rail, thus rusting the rails and making poor electric connection. As the current would pass through these joints it would cause the same to heat up due to their high resistance, result of which caused the snow to melt from around the joint. This was the cause of the low voltage on the line and the loss of power.

To meet this need various types of bonds have been developed. The type used on the Pacific Electric system is the brazed bond. This bond is brazed to the rail by what is known as the electric spot weld process and is accomplished by passing a low voltage, high amperage, alternating current through the electrode and the bond to be brazed to the rail. The current being about 3,000 amps. This heats up the carbon electrode to a white heat, causing the brass sleeve around the bond to melt. When a flux of borax is added to this melting brass, it will adhere to the rail, resulting in what is known as a brass to steel braze.

On the Bonding Car which applies these bonds is mounted a low tension transformer and an 18 K. W. rotary converter. This rotary converter is used as a motor to propel the car around and is connected to the driving shaft by a friction clutch. When necessary to apply a bond the clutch is disconnected and the rotary is run idle. On one side of the armature of this rotary converter is a set of coils with two slip rings off of which is delivered about 280 volts of alternating current. This current is passed through the transformer on the high tension side and delivers on the low tension side about 3,000 amps. which pass through the bus bars to the electrodes. These cars are moved throughout the system just the same as the work motors and line cars are dispatched over the line by order of the dispatcher.

In open track a 300,000 circular mill "U" bond with laminated copper

ribbons is brazed on the ball of the rail, but in paving where most of the rail is concealed, the bond is brazed to the web of the rail under the angle bars. This type of bond is called the concealed bond. This protects the bond from being sheared off by the automobiles and wagon wheels.

Besides having each rail joint bonded it is necessary to have installed around special work such as crossings, frogs and turnouts copper cable to carry the current around the same. These cables are installed in redwood boxes or roofing paper embodied in asphalt, the ends being brazed to the web of the rail.

The bonding is inspected by Bonding Inspector at least once or twice a year and on some lines where the traffic is very heavy and through signals, the bonding is inspected about every four months. In open track the bonding is inspected by visual inspection. In the paving or concealed work, the same is inspected by a meter to determine the amount of drop in voltage across the joint. If the resistance of the rail joint plus the bonds equals five times as much as that of the continuous rail, the joint is marked to be repaired. A list of these bonds is then sent out to the Bonding Foreman for repairs. These Inspectors are good walkers as they have walked every foot of track throughout the system.

Welding

You have all no doubt noticed while coming home late at night from work or otherwise, a man with a little car along side of the rail with a hood over his head and a very incandescent light radiating from the rail in front of him. These are Arc Welders and they are building up the crossing points and frogs, also battered down rail ends. This is what is known as the metallic Electric Arc Welding process for reclaiming worn off steel special work or other worn-out material.

These Welders work at night as there is very little interruption from traffic, and automobiles. This process of welding is accomplished by the passing of the current from the trolley wire through a set of grids mounted on the cart into the electrode holder in the Operator's hand. The Operator places a small steel electrode in the holder and strikes the rail with same and draws it away about $\frac{1}{4}$ -inch from the arc. The heat generated in this arc is about 6000 degrees fahrenheit. Water boils at 212 degrees, so you can see the tremendous amount of heat that is concentrated at the end of a $\frac{3}{16}$ inch steel electrode. The steel electrode is heated to such a degree of heat that small molten globules of steel are fused off of the end of the electrode and drawn through the arc and adhered into the rail. At the same time the Operator automatically feeds the electrode toward the rail and draws the same along the rail to deposit the material in rows parallel to the rail. Other rows are deposited in a similar manner until the worn off section is built up even with the top of the rail. The Operator

applying a straight edge upon the work from time to time to see that the deposited metal does not get higher than the top of the rail.

The Operator wears a hood with dark glasses in front to protect his eyes from the incandescent rays that are radiated from the arc. These rays are similar to those radiated from the sun only the Operator is a great deal closer to the work and they would burn his eyes if not protected by the dark glasses, therefore the next time you see these men working, please do not go up and try to look at the light without a suitable dark glass as the same will cause you to have a headache and make your eyes sore.

PE

PAVING FORCE

L. A. Crooks

The Paving Department is quite a factor in keeping the good will of the public and helping the railroads run smoothly; about 95% of the poor pavement is due to rough track and before the paving is repaired the track must be in good condition, the ties and rail must be solid and not working, thereby making a smooth track for the cars, and in repairing the paving and laying new pavement it gladdens the hearts of the vehicular traveling public.

You will notice the autoist and all vehicular traffic prefers to travel on the car tracks, the main reason is on account of the smoother pavement; we don't intend to infer that our pavement is the best at all times, but when it is getting rough and uneven we send one of our repair gangs out and do the necessary.

There are approximately 210 miles of paving on the system besides the hundreds of road crossings we have to maintain and you must not think we are asleep at the switch and don't know the condition of every bit of paving as well as road crossings on the system, if we do not make repairs immediately. We have many ways in knowing the conditions of the crossings and pavement besides inspection, as there are numerous city inspectors, road supervisors and the traveling public who complain and send in reports covering pavement and road crossings that are not in the very best condition.

We can compare pavement to any equipment of the railroad to the extent that it is not discarded at the first signs of wear, but we add longer service to it by cutting out and renewing worn places, cutting off high places and filling in the depressions. We not only repair the old pavement but lay new whenever it becomes necessary to pave the streets and highways that our lines parallel. We are required to lay and maintain pavement in and between our tracks and for two feet outside of the rail.

There are many kinds of pavement, but the pavements that are well adapted to this climate and used by this company are of three different kinds. Oil Macadam, which consists of oil and rock. The first layer of rock to the required depth of the pavement is of 3" rock which is rolled by a 12-ton roller until it is compact and ceases to creep or sink beneath the

roller, this rolling compresses the rock to about 40% of the original thickness. Then 1½" rock is filled in to the required depth of the paving and it is in turn rolled to a compact and even surface, then the first coat of hot oil and asphalt is applied which is about ¾ gal. to the square yard of surface, then the third layer of rock is applied which is ¾" rock which is rolled in the oil until the surface is smooth and compact, then the second coating of oil is applied and the fourth layer of rock is laid of ¼" rock which is rolled to a compact and even surface and enough rock applied to absorb all the oil so that none shows or comes through the surface. This layer is rolled until it is smooth and firm, making a smooth and durable pavement.

The other two kinds of pavement have the same surface, but the base is of different material; one is composed of sand, cement, rock and water mixed in the required proportions which is filled in the track within 2" of the top of the rail and allowed to set and then a surface of asphalt is applied and rolled with a heavy roller until the surface is smooth, free from inequalities and its specific gravity fulfilling the requirement of city ordinances, then rock dust is swept over the surface and it is rolled into the asphalt.

The other class of base is asphalt mixed at the required temperature, according to city specifications. This is filled in the track to the required depth of the paving and is rolled with a heavy roller until it ceases to creep or sink before the roller and is allowed to cool, then the surface of hot asphalt is laid and finished as described above.

The maintenance of pavement alone for the last eleven months of 1920 amounted to \$143,735.53 besides the money in equipment which consists of heavy rollers, pouring kettles, auto trucks, hand rollers, smoothing irons, long handled shovels and rakes, etc. So you see the company is compelled to expend an enormous sum to accommodate the public with a smooth driveway as the pavement is of no advantage to the railroads.

— PE —

THE EASTERN DISTRICT

H. E. DeNyse

What is known in the Engineering Dept. as the Eastern Division includes all lines east of LaVerne.

We maintain 110 miles of interurban and 36 miles of city lines, including bridges, buildings, paving, bonding and signals. The City lines are in Pomona, San Bernardino, Riverside and Redlands.

This Division was formed in 1911, when the Pacific Electric took over the holdings of the different companies operating in these cities, linked them together and operated them as one division.

In taking over these lines, we fell heir to a fine assortment of misfit and worn out track material, the rail ranging all the way from 16 to 100 lbs. per yard and the ties from fence post size up to "regular" ones.

The switches were mostly of the vintage of 1889, and it seemed as though each company tried to be distinctive in this respect, each having

its own design, and in some cases several designs, each a little different from the other and none of the parts interchangeable.

Shortly after taking possession of these properties we began changing out the relics and we now have but few of them left.

Being somewhat isolated it is often necessary for us to settle our own difficulties with the different City and County authorities and act as sort of a shock absorber between them, the public and our Los Angeles office.

To the Engineering Department is entrusted the task of expending vast sums of money annually. In doing this, it is easy to follow the lines of least resistance, doing things the easiest way, letting matters take their course, but it is quite a different matter to convince someone else that your way is the right and just way, especially if it is evident that the Railway Company is to be benefited financially.

We have found in many cases, however, that this can be done through proper methods, not by "watchful waiting," but by doing the right thing at the right time.

First it is necessary to gain and hold the confidence of the communities you are dealing with. Without this you can do nothing. If you "put something over" on them once, your going will be hard thereafter.

During our ten years in this territory, we have gained a great many concessions that have meant the saving of large sums of money for the Company, and have yet to be accused by the authorities of "putting something over" on any community.

There is a great deal of satisfaction in having it said by the people of a community that the Pacific Electric has always done the right thing by them in the past and that they can be depended upon to carry out this same policy in the future, when matters having to do with the expenditure of large sums of money are under discussion.

We have at times found men in public office who will not recede from a stand they have taken where the Railway Company is to be benefited, even though the cities they represented stood to neither gain nor lose, their idea being that "the Company has plenty of money, make them spend it." But such cases are few, and we have always found a way out.

It is the function of this department to spend a good portion of the Company's money and we are looked to spend it wisely. We have no means of making money, but it is just as important to save it as it is to make it, so it is up to us not to overlook an opportunity to save the money that has already been made.

— PE —

Lucky Adam

Little Charles had just been chastised by his father. "Mama, was Adam the first man?" he asked.

"Yes, dear."

"Didn't he have any papa?"

"Of course not," said Charles' mother.

"Gee, but he was lucky," exclaimed the little fellow.—Cincinnati Times-Star.

PASSENGER DEPARTMENT NOTES

Mr. John Robert Manahan, who has been employed in our Main Street Station ticket office since August, 1917, having worked up to the position of Cashier, has resigned from the service of the company to embark in the motion picture business with his brother (who was formerly a P. E. employe) in Imperial Valley. We are sorry to see you go, Bob, and our best wishes go with you in your new field of endeavor.

Mr. Norman T. Sewall, who has been acting as Agent at the office maintained in the yard of the Los Angeles Shipbuilding & Drydock Company at San Pedro is being transferred to fill the vacancy caused by the resignation of Mr. Manahan. Mr. Carey E. Wilcox, Solicitor, Personally Conducted Trolley Trips, has been appointed Ticket Agent at the Ship Yard vice Mr. Sewall.

Miss Julitta Fay, Comptometer Operator, Main Street Ticket Office, has just returned from a trip to Cheyenne, Wyo., having been called east on account of the death of her father. She reports the weather as being very cold back in that section of the country, and was glad to get back in Sunny Southern California.

Among some of our former fellow employes who paid us a visit during the Christmas-New Year week was Mr. Paul T. Porter. Mr. Porter is now connected with the Southern Pacific Company at San Francisco, working with Mr. R. E. Kelly, our former General Agent. He states that there is no place like San Francisco and is well pleased with his new location. We agree with you Paul that there is no place like San Francisco and that is why we prefer Los Angeles.

Did you notice the crowds around our Main Street Station on New Year's Day? Some mob, but with team work by both the transportation and traffic department employes the throng was gradually thinned out and by noon things around the station became practically normal again. It may be interesting to note that 22,066 tickets were sold at Main Street Station on this date from Los Angeles to Pasadena, exclusive of those sold by conductors on the cars. Further information concerning the number of passengers handled to and from Pasadena on this date appears in another page of this issue.

General Agent Harry O. Marler and wife just recently returned from a week's sojourn in El Paso, Texas, where they visited with Mrs. Marler's mother. Harry says he crossed the border into Mexico at Juarez but we have failed to see anything to prove his statement. Of course it is quite a distance back to Los Angeles through a dry country.

**CLUB CALENDAR FOR JANU-
ARY**

- Monday, January 10th—**
P. E. Band Rehearsal, 8 p. m.
- Wednesday, January 12th—**
P. E. Rod and Gun Club meeting at 8 p. m. Refreshments served after meeting.
- Thursday, January 13th—**
Moodlight dance in Auditorium, 8:30 p. m.
- Friday, January 14th—**
Regular Movie Show in Auditorium, 8 p. m.
Northern Division Safety Committee Meeting, 2 p. m.
- Sunday, January 16th—**
P. E. Rod and Gun Club, Rabbit Drive. Leave P. E. Club, 3 a. m.
- Monday, January 17th—**
P. E. Band rehearsal, 8 p. m.
Electrical Dept. meeting for all employes of the Electrical Dept., in Assembly Hall, 8 p. m. Refreshments served after the meeting.
- Tuesday, January 18th—**
Transportation Dept. meeting of all Divisions for all employes of the Transportation Dept., 8 p. m. Refreshments served
- Thursday, January 20th—**
Club Dance in Auditorium, 8:30 p. m.
- Friday, January 21st—**
Regular Movie Show in Auditorium, 8 p. m.
General Staff Meeting in Assembly Hall, 10 a. m.
- Monday, January 24th—**
P. E. Band rehearsal, 8 p. m.
- Tuesday, January 25th—**
Engineering Department meeting of all employes of the Signal Division in Assembly Hall, 8 p. m. Refreshments served
- Wednesday, January 26th—**
P. E. Club's Annual Ball at Redondo Beach Auditorium
- Thursday, January 27th—**
No dance account Annual Ball at Redondo, Wednesday, the 26th.
- Friday, January 28th—**
Regular Movie Show in Auditorium, 8 p. m.
- Monday, January 31st—**
P. E. Band rehearsal, 8 p. m.
- Tuesday, February 1st—**
Mechanical Dept. meeting for all employes of the Mechanical Dept. 8 p. m. Refreshments served
- Wednesday, February 2nd—**
P. E. Club Executive Committee Meeting, 2 p. m.
- Thursday, February 3rd—**
Jazz Novelty Dance in Auditorium, 8:30 p. m.
- Friday, February 4th—**
Regular Movie Show in Auditorium, 8 p. m.
- Monday, February 7th—**
P. E. Band rehearsal, 8 p. m.
- Tuesday, February 8th—**
Southern Division Safety Committee Meeting, 2 p. m.
- Wednesday, February 9th—**
P. E. Rod and Gun Club Meeting 8:15 p. m.
- Thursday, February 10th—**
Club Dance in Auditorium, 8:30 p. m.
Western Division Safety Committee Meeting, 2 p. m.



ANOTHER RABBIT DRIVE
The Pacific Electric Rod and Gun Club Are Going Again Sunday Morning, January 16th at 3 o'clock. Last month the Rod and Gun Club

section of the Club held its Second Rabbit Drive near Palmdale under the guidance of Roy Spafford and Jake Geopfert that resulted most successfully, over 600 rabbits being taken.

Members of the Rod and Gun Club Section gathered at the Club on the night of December 4th and at 3 o'clock on the morning of the 5th started for location, arriving on the grounds at 8 a. m. and the drive began, results as stated and was participated in by the following:

- | | |
|-------------------|------------------|
| Roy Spafford | H. C. Richards |
| H. J. Bell | Lee Foote |
| Jim Clark | B. F. Manley |
| S. W. Elliott | Lee Pulliam |
| Jake Geopfert | D. L. Moore |
| Mr. Howland | Mr. McHenry |
| J. W. May and son | Irwin Lipschultz |
| Mr. Harold | Bert Gessinger |
| J. E. Wooderson | Dan Terry |
| Mr. McRugal | A. L. Mathews |
| L. W. Speak | Mr. Vilyven |
| F. G. Volharts | D. J. Lovell |
| Mr. Jenkins | H. L. Wiggam |
| Roy Volkhart | H. R. Dearborn |
| Conrad Oefinger | F. W. Nichols |
| Mort Tyler | V. B. Radcliff |
| Jess Greene | L. M. Hail |
| Ivan Cammick | H. W. Hunt |
| A. B. McCloud | Earl Moyer |
| P. W. Gonzales | A. S. Gunther |
| C. G. Gonzales | E. H. Pierce |
| J. F. Boyd | Geo. Bauer |
| M. D. Gilbert | Mr. Tieman |

A night or so following their return a rabbit stew was served at the

Club to members of the Rod and Gun Club Section and other employes and a distribution of the remaining rabbits made to those who cared for them.

As shown by the heading, the next drive will be on January 16th, leaving the Club at 3 a. m. and to which all Pacific Electric employes are invited and the following is for the information of all who care to participate:

Reservations must be made at the Club before going.

Guns may be rented from Club not later than January 11th.

Register your machine, if you have one, and the number you can accommodate therein, with Club office.

Parties not having machines will be required to pay \$2.50 round trip per person.

Shells can be purchased from Club at reduced price.

Bring enough water and lunch to last you for the entire day.

Club will be kept open Saturday night, the 15th, until 3 a. m. the 16th, and hot coffee and doughnuts will be served just before leaving on the hunt.

All machines will be bannered with large numbers for guidance, and all will leave from the Club.

All rabbits secured will be given to P. E. employes requesting them and any remaining, after employes are taken care of, will be given to charitable institutions.

While this event is open to any employe in the Pacific Electric, the Rod and Gun Club Section will appreciate your membership and solicit you to become a member.

THE CLUB'S ANNUAL BALL

To be Given by the Four Thousand Members of the Pacific Electric Electric Club for the Employes and Their Families at Redondo Beach Auditorium Wednesday, January 26th, 1921, from 8 p. m. to 11 p. m.

At the last meeting of the Executive Committee and upon sanction of Vice-President Titcomb, the Pacific Electric Club decided to hold its annual ball at Redondo Beach Auditorium on Wednesday, January 26th, for the entertainment of the Pacific Electric Railway employes and their families, dancing to begin at 8 p. m. and continue until 11 p. m. The hour of closing being fixed so that all may return to their homes by midnight or shortly thereafter.

It is hoped that as many employes as possible, who can obtain release from duty for the evening in question, will avail themselves of this invitation to attend, and transportation from points on system to Redondo Beach should be requested by employes through regular channels, information being given to Division Foreman, at the various points, of intention to attend, in order that sufficient car service to and from the Beach may be arranged.

In procuring transportation, regular pass application rules apply and relationship of dependents must be given, the same as in former cases of this kind.

There will be no charge for admission to the dance pavilion, but identification will be required of employes for admission to the dance hall of themselves and those accompanying them.

Our Pacific Electric Orchestra will be largely augmented for the occasion and the best music ever provided for an event of this kind will be heard that night.

Make your request for transportation, if needed, early in order that the different departments may have ample time to issue and to know just what the attendance will be.

Division Foremen will notify Mr. Annable not later than noon of January 25th, stating approximate number of employes who will avail themselves of this outing and the points at which they will board trains.

It is needless to say that a wonderful and joyous occasion is before us as the ball is to be of the carnival type which includes serpentine and comedy trimmings and will, in reality, be this company's greeting to 1921.

PE

MORTUARY FUND

During the past month four claims because of death were filed against our Mortuary Fund and payments made therefrom to beneficiaries of the parties in the amounts shown below:

Arthur P. Brossoit, Clerk in Accounting Department, \$480.00.

Clay F. Johnson, Car Repairer, Sherman, \$475.00.

Sam Krantz, Motorman, Southern Division, \$480.00.

Charles Honeysett, Conductor, Western Division, \$475.00.

CLUB COMMITTEE MEETING

Regular monthly meeting of the Pacific Electric Club Executive Committee was called to order at 2:10 p. m. Wednesday, December 1st, Mr. Bishop in the chair.

The following absentees were noted: E. W. Colpitts, H. L. Young, D. W. Dwyer, A. O. Williams, T. C. Holyoke, J. H. Brigham, G. W. Orr, C. J. Tenny, F. F. Small (represented by Mr. Stevens), E. C. Johnson and S. H. Anderson.

Minutes of the last meeting were read and approved.

Manager's report as follows:

P. E. Club Fund:

Balance on Hand October	
31st, 1920	\$ 942.18
Receipts	872.50

Total	\$1,814.68
Bills and Expenses	864.15

Balance on Hand November 30th, 1920	\$ 950.53
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Relief Fund

Balance on Hand October 31st, 1920	\$ 239.86
Receipts	87.85

Total	\$ 327.71
Paid Out in Relief	20.00

Balance on Hand November 30th, 1920	\$ 307.71
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Mortuary Fund:

Manager Stuart reported three payments under Mortuary Fund in the following cases:

R. G. Evans, Los Angeles Freight House, \$490.00.

F. H. Murphy, Mechanical Department, \$490.00.

C. F. Johnson, \$475.00.

Also reported a payment in September of \$445.00 in the case of J. E. Garrett, Electrical Dept.

Mr. Stuart reported that the Minstrel Show was a big success and thanked the Committee for its co-operation, also thanked Special Committee appointed to take care of receiving outsiders at the last show given on the 26th of November.

Mr. Stuart stated that his letters to employes not members of the Club have been getting results, and the membership has increased to 4,100.

Mr. Stuart reported that Mr. R. M. Hyde had been elected to the Executive Committee to take the place of A. F. Parker, Mechanical Department.

Mr. Bishop made a few commendatory remarks relative to the Minstrel Show which was such a big success. He stated that he had taken up the matter of monthly meetings at the Club to be held by the Mechanical Department, and that Messrs. Titcomb and Small had approved. The matter was referred to Manager Stuart to make arrangements for these meetings.

Mr. Pierce of the Mechanical Department brought up the subject of service to Torrance, to handle the Mechanical Department employes, and stated that it had been suggested that the second section of this train be run via Delta and West Athens.

Mr. Annable stated that he would look into the matter.

Mr. John Richards of the Mechanical Department brought up the question of delay in employes receiving telephone installations, transfers, etc. Mr. Annable read to the Committee a circular which he had received from the telephone company, which gave the Committee an idea of the telephone company's lack of facilities to take care of the large number of installation orders which they have received as a result of the tremendous growth of the community.

Mr. Annable brought up for discussion the subject of restaurant facilities in connection with the Club. It was decided to give the matter thought and bring it up again for discussion at the next meeting.

Mr. Stuart said that the Club would hold its Annual Ball at Redondo some time during the month of January. The P. E. Band to furnish music for the occasion.

There being no further business, the meeting adjourned at 3:55 p. m.

PE

THE CLUB'S SANTA CLAUS

Continuing the custom that has prevailed since the establishment of the Club, its Manager, Mort Stuart, played Santa Claus to our ill and injured employes at Crocker Street Hospital and Monrovia Sanatorium this year, delivering to each of our fellow employes at these places, with the best wishes of the Club and in the spirit of the season, packages containing raisins, dates, white and black figs, oranges, apples, orange blossom honey, ripe olives, walnuts, almonds, chocolate candies and other confections, and among those called upon by our Big Santa Claus were:

Mrs. Eleanor Willey, 137 West Lemon St., Monrovia.

Mr. Carl D. Crockett, 432 West Palm, Monrovia.

Mr. C. E. Larivee, 322 So. Heliotrope, Monrovia.

Mr. C. H. Killian, Cor. Penrose and West Lemon, Monrovia.

Mr. W. E. Bittner, Sierra Madre Canyon, Sierra Madre.

Miss Ilma Bateman, 1958 Penrose Ave., So. Pasadena, and Messrs. L. D. Brinkman, Dr. G. H. Hutchinson, William Koehl, Chas. Collins, W. J. McDonald and W. L. Emery, at Crocker Street Hospital.

All of us are prone to forget, in our business hurry, these less fortunate fellows of ours and it is suggested that one of our New Year resolutions should be to remember and visit oftener those of our number who fall sick or are injured and compelled to remain for various lengths of time in these institutions for repair and recuperation. Let us, during the next year, cultivate more thoroughly than ever the friendliness of those who surround us, and remember them more kindly in days of affliction that may come to them. Let us avail ourselves of the visiting hours of the institutions in which our friends are held, and cheer them to a more speedy recovery.

Grateful acknowledgement of the visit of our Santa Claus by letter and

by card have been received from Miss Ilma Bateman, Mr. and Mrs. C. E. Larivee, W. E. Bittner and C. H. Killian.

May the New Year bring to all, who are now suffering, a speedy return to health, joy, and the association of their friends.

PE

BAND IN TOURNAMENT

Our big band of 36 pieces made a very creditable appearance in the Pasadena Tournament Parade as a part of the 3rd Division, and comments heard along the line of march indicated that the music provided by the organization was equal to the best furnished by any of the bands in the parade, and the organization is one of which we are all justly proud.

Its next public appearance will be at the National Orange Show at San Bernardino at which time it will undoubtedly be in even better condition from a musical standpoint than it was at Pasadena.

PE

ANOTHER SWEET SINGER

Daniel Sanchez, a sweet voiced singer, employed in the Local Freight Office, very pleasantly entertained the audience at our Big Movie Show last month by rendering two beautiful ballads, "Little Mother of Mine" and "Beneath Thy Window."

It is hoped to hear him very soon in other selections.

PE

TWO BOWLERS WANTED

Two more members are wanted for the Pacific Electric Bowling team, to enter the Second International Telegraph League. Entrants must be Pacific Electric employes and should be able to average 180 or better for ten games. If you can qualify and want in, call up L. H. Covell, dispatcher, Southern Division.

PE

POOL TOURNAMENT

Tournament for classes "A" and "B" pool players will be held at the Club Rooms beginning Wednesday, January 19th.

Registration for both classes will be open until Saturday night, January 15th and at that time the names will be drawn, giving the order in which the players will start.

Each game will be 75-ball, continuous line-up pool.

Watch the bulletin board in the club rooms for the announcement.

All contestants not appearing on the night they are scheduled to play will forfeit game unless absent on account of illness.

PE

UNEQUAL LOSSES

Frederick was sitting on the curb, crying, when Billy came along and asked him what was the matter.

"O, I feel so bad 'cause Major's dead—my nice old collie!" sobbed Frederick.

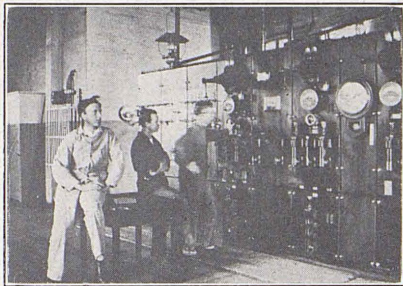
"Shucks!" said Billy. "My grandmother's been dead a week and you don't catch me crying."

Frederick gave his eyes and nose a swipe with his hand and, looking up at Billy, sobbed despairingly.

"Yes, but you didn't raise your grandmother from a pup."—Harper's Magazine.

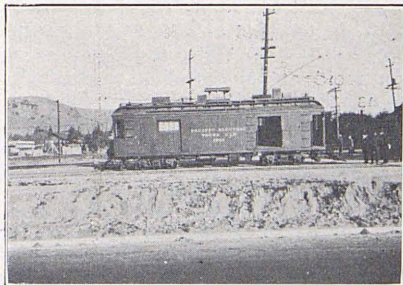
NEW YEAR'S DAY POWER LOAD

Insuring uninterrupted service to Pasadena on New Year's Day despite the excessively heavy traffic which must be handled under peak conditions, involves the problem of transmitting and distributing approximately 50 per cent of the total system's electrical energy load for the day to the substations feeding into the Pasadena lines.



Watching the Swings

To assist Pasadena, Valley Junction and Altadena substations, two portable substations, with a combined rated capacity of 1200 kilowatts, were placed at Sierra Vista, and portable 1754 rated at 1000 kilowatts was placed at San Marino. The portables served to relieve and distribute the heavy ampere swings on the substation generators and to maintain adequate voltage at the trolley.



On Watch

However, in spite of this additional equipment, the heavy traffic loaded the substations to their utmost limits. Swings of 7,500 to 11,000 amperes were experienced at Valley Junction and Pasadena substations respectively, and in the same proportions at other substations.



A Critical Moment

The heaviest load occurred between 8:00 a. m. and 10:00 a. m., during which time the continuous load averaged over 12,000 kilowatts per hour.

ELECTRICAL DEPARTMENT MEETING

The regular monthly meeting of the Electrical Department was held Monday evening, December 20, 1920. Mr. Ewers, Chairman, presided. Sixty members of the Department were in attendance despite the closeness of the holidays, and weather conditions.

Mr. Titcomb was in attendance and took part in discussions incident to matters brought up at the meeting. Mr. Titcomb also explained and discussed matters pertaining to the financial condition of the Pacific Electric, which are matters of vital interest to all of the employes.

After the meeting, refreshments were served through the courtesy of the Pacific Electric Club.

The next regular meeting will be held Monday evening, January 17, 1921, at 8:00 p. m., which meeting all employes of the Electrical Department are urgently requested to attend. These are your meetings and it is up to you to make them a success, and further, you miss something every time you remain away.

PE

FRESH AIR

Ventilation of cars is always a live subject during the winter months when interurban cars are heated. Every conductor has had his experiences with the crabby, thin-blooded passenger who wants the car shut up tight as a bottle and not a breath of fresh air admitted, and with the fresh air find who insists on sitting inside and opens doors and windows to make the closed section of the car as breezy as the open end. To handle these extremes so that the fair-minded moderate passengers may have fresh air and warmth at the same time requires diplomacy. The instructions contained in Rule 228 are, of necessity, flexible and much is left to the good judgment of the conductor.

It has been found that on most cars the opening of two ventilators at the forward end of the closed section is sufficient, if the rear door is frequently opened, to keep the air fresh without drafts. In some cases more ventilation is necessary.

All conductors are asked and expected to give the ventilation of their cars special care for the comfort and health of our patrons.

PE

CARELESS AUTO DRIVERS

There is a way to reach the careless auto driver. If a machine cuts across in front of your car, making it necessary to stop with an emergency application in order to save an accident, make a note of the license number and send it in on miscellaneous report blank with the names of witnesses. The same applies to any other carelessness on the part of auto drivers, which you may notice.

These reports will be forwarded to the State Railroad Commission, the Chief of Police of the City of Los Angeles, if the accident occurs in the city of Los Angeles, and to the Auto Club of Southern California, and will be given attention.

NO ACCIDENT WEEK AN EFFORT TO SAVE LIFE AND LIMB CO-OPERATED IN BY ALL EMPLOYEES.

THE OPENING STATEMENT BY CHAIRMAN S. A. BISHOP; A REVIEW OF PAST AND FUTURE ACTIVITIES BY GENERAL SUPT. ANNABLE, AND THE PUBLICS' VIEW.

The law imposes the duty upon every member of society to exercise ordinary care to preserve the well-being and property of all other persons. The law also, through our Supreme Courts, compels all employees and agents of public service corporations to exercise the "highest degree of care" to preserve the safety of all passengers of common carriers. Ordinary care, as defined, simply means the exercise of that degree of care and caution which "an ordinarily prudent man would perform." The highest degree of care, as applied to all employees of this railway company, means that every man, in his department of the business, shall at all times obey all of the rules and regulations set forth for his observance and guidance which have been promulgated and are being enforced because of our realization of our duty to our patrons as defined by this term "the highest degree of care."

However laudable our ambition may be to operate the Pacific Electric Railway for seven full days without a single accident it is, nevertheless, inconceivable that this shall be accomplished, for the reason that we have no control over the conduct of the third person. If every employee will perform his full duty for this period we shall have achieved a one-hundred per cent record, for the reason no accident will have resulted from the negligence of any of the company's agents. The epitaph written upon the top of a cracker box and placed at the head of the grave of the Arizona cowboy, which read: "He done his damndest. Angels could do no more," ungrammatically sets forth the full performance of every duty.

While it is true that every man who performs his day's work without having, through his own negligence, suffered an injury, or through his own carelessness contributed to an injury sustained by another person, has only performed his plain duty, yet, he has accomplished much, and should be lauded for his effort, for should we be able to multiply this individual experience, for the one day, by the number of employees in the service of this corporation, and again by seven, we will have reached our goal; that is, 5,000 employes performing perfectly for seven days would be the equivalent of a perfect performance of one man for 35,000 days.

Every one of us realize what a wonderful achievement it will be to spare the life and save the limb of a number of careless persons who otherwise would

suffer injury, but for vigilance on the part of all of us for this brief period of time. It is obvious, also, that this railway company will indirectly be benefited, and it is also plain that every employee will, thereby, be spared the conscious responsibility of having operated an agency which resulted in an accident and injury to a person or a number of persons. He will also have saved himself the ordeal of testifying before a coroner or in a civil court before a jury, and there render an accounting of the manner in which he performed his duty, as laid down by the law and as defined in the beginning of this article.

Further, since our personal records contain by item an account of the manner in which each man discharges his duty, he will have passed through this period without an accident for which he is responsible, and preserved his record, maintained his standing, and saved at least a number of dollars represented by the number of demerits which would have been assessed because of any failure.

It is too much to hope for, that our accident reports which average thirty per day, may for the seven days between January 24th and the 31st instant contain the account of no accident for which a man, who signs that report, may be held responsible. "No chain is stronger than its weakest link." The Pacific Electric Railway is going to be able to determine definitely whether there are any weak links, and those weak links will be named for the man or men who fail on this occasion. In every department there will be a record kept, and each department and the individuals employed therein, will be judged by the result, as reported by our statistician. Since our Central Safety Committee has favored me with the appointment as chairman of our organization, for this campaign, I hereby pledge myself that I shall not fail in my duty to myself, to my company, to my fellows, for at least this short and fleeting seven days. And I solicit each of you severally and all of you co-operatively to join me, and I am sure we will already have made it possible to merit a one-hundred per cent rating, for where "there is a will there is a way, and even though "watchful waiting" has been considered an excellent policy on at least one occasion I suggest that for the time being you permit me to do all of the "watchful waiting," while you, each and all of you, work earnestly and strive diligently to preserve for himself a clean personal record, unmarred by a single failure to perform your full duty particularly during these seven days.

S. A. BISHOP.

OUR PAST AND FUTURE EFFORTS

For many years the Pacific Electric has maintained Safety Committees on all Divisions, holding meetings each month and considering suggestions for safer operation made by all employes. A Central Safety Committee consisting of heads of all departments has also met monthly and through the work of these committees hundreds of safety suggestions have been adopted and the idea of safety in our operation has been kept before all employes. That this organization has been effective is indicated by the fact that the number of preventable accidents in recent months does not show much increase over the number six or seven years ago, although the volume of business handled is very much greater.

There has been, however, a large increase in the number of accidents for which the Company or its employes cannot be held responsible. With this fact in mind the Central Safety Committee has welcomed the suggestion of an employe of the Northern Division that a No Accident Campaign be conducted, lasting one week, during which we shall attempt to operate the Pacific Electric without an accident for which we shall be responsible and shall ask the public to use the greatest care to prevent accidents on our lines. It is thought that if all the employes of the Pacific Electric, their families and friends concentrate their thoughts upon the prevention of accidents and enlist the attention and co-operation of all with whom they come in contact we shall not only reduce the number of accidents during the No Accident Week but the effect will remain.

For some weeks past the Company has, in conjunction with the Los Angeles Railway, been bearing the expense of lectures to school children throughout Los Angeles County, calling their attention to the hazards upon our streets and enlisting their co-operation in accident prevention. No one can estimate the amount of good this work is doing. If but one child is impressed sufficiently to lead it to avoid accident which might be fatal and that child were yours, you would believe that the expense of the effort was not too great. So in this No Accident Week if each one of us can avoid all accidents we shall not only have nothing to regret, but on the contrary many homes may be happier because of the extra care we are putting forth, which may have saved a life or serious injury to someone.

The week commencing Monday, January 24th, has been selected as No Accident Week. Announcements will

be made from time to time by bulletin and otherwise concerning this week. Every employe is asked to bear in mind and join in the effort to eliminate entirely accidents for which employes of the Company may be held responsible.

PE

THE PUBLIC'S VIEW

I am the public which the railways serve, and from whom you receive pay for your service; and service is not merely tendering to me the right (for a consideration) to enter your cars.

Your duty to me and the service you are to render merely begins at that point, and even though I contributed nothing financially to your company, you still owe to me a consideration because I am your fellow man and upon that ground I am entitled to consideration when not aboard your trains.

Because I am your fellow man and belong to your human family, I am entitled to a warning from you should danger threaten from your cars, while crossing your tracks, and should you have time and a first warning be not sufficient, for humanity's sake you should warn again and again in the hope that your efforts may save me.

The streets in my cities, over which you pass, over a portion of which you have control, are of necessity at times in the course of repair by your company. You owe it to me as a fellow being, if for no other reason, to place danger signals at points over which I may pass, and, if not warned, sustain injury.

As a passenger upon your trains you owe it to me as a trainman to stop at a point where I may best board your cars without the liability of injury. You owe it to me to receive me courteously and it is a part of my understanding of your obligation to conduct me safely to my destination; and it is for this element as well as for other elements entering transportation that I pay you.

The burden of your obligation to me is not solely upon the trainmen, it rests also upon those who construct and maintain the highway over which my train shall pass, and upon them falls the duty of protecting by proper track repairs, by detecting blemishes in switches, frogs, rails, trestles, landing platforms and all other factors that enter into the roadbed.

The mechanic of the shops owes it to me in his construction work to make the car, upon which I ride, safe in its original construction and kept properly repaired so that when it is released for my service, he knows that its condition is such that I am insured safe transit upon the vehicle of his making, to my destination.

All of the employes of this railway owe it to me, the general public, to exercise care, judgment, prudence and every known law of safety to prevent injury, not only of yourself and your fellows, but of myself and my fellows in order that taxation expense in the maintenance of hospitals, infirmaries and similar institutions may be kept at the minimum, for they, I must

maintain solely because of the carelessness and imprudence of the human family.

You owe it to me at all times as a fellow human to give me the benefit of a doubt in either, not hearing, not seeing or not understanding, and help protect me as well as yourself, against myself or yourself.

PE

SERVICE CHANGES

New timetable will go into effect January 12th, 1921 on the Santa Ana-Orange Line. This will provide for the operation of one-man car and will give a 20 minute headway between Santa Ana and Orange.

New timetable will be placed in effect on the Santa Ana Line January 12th. This provides for additional tripper to leave Artesia for Los Angeles at 7:27 p. m. on account of increase in travel. Tripper due to leave Artesia at 5:30 a. m. will be changed to leave at 5:25 instead in order to make Shipyard connections at Watts.

New timetable is now under way for the Whittier-La Habra Line which will advance the Laguna trippers five minutes out of Los Angeles and Laguna, also puts on an additional tripper to leave Los Angeles for Laguna at 10:00 p. m. on Saturdays and Sundays only.

Express car leaving Stern at 1:40 p. m. will leave instead at 3:10 p. m. and train due to leave Stern at 3:15 p. m. will leave at 4:05 p. m. instead. The 5:30 p. m. train out of Los Angeles will run as limited to Los Nietos, stopping only at Huntington Park, Bell, Green and Baker.

New timetable is now under way on the Long Beach-San Pedro Line, a slight change being necessary on account of completion of double track between Gasper and Morgan Avenue.

PE

AGENCY CHANGES

Effective December 20th, 1920, Mr. H. H. Williams was appointed Agent at Highland. Mr. Williams has been doing Relief Agency work.

Mr. H. W. Warburton, formerly Asst. Agent at San Pedro was appointed Agent at Fontana, effective December 16th.

The name of Covina Junction substation has been changed to Valley Junction substation to conform with the recent change in the station name at this point.

PE

He: "Do you like fishballs?"
She: "I don't think I ever attended one."

PE

Professor (scratching his head): "Now I have my hand on one of the hardest rocks known."

Student: "Which hand?"

PE

Sam: "Ah done heard dat dey fin, Columbus' bones."

Ezra: "G'wan. Ah never knew that he wuz a gamblin' man."

NEW YEAR'S TRAVEL

Pacific Electric forces were very busy people from Friday evening, December 31st, until Saturday night, January 1st, due to the New Year's Eve travel to the beaches and other points of festivities on the night of December 31st, and to Pasadena for the Annual Tournament of Roses on January 1st. The volume of passenger business handled being the greatest in the history of the road, for that period.

The over-shadowing event, from a traffic standpoint, was of course the Tournament, to which we handled, before 2 p. m. of the afternoon of that day, 42,482 passengers.

The movement of this mass of humanity was accomplished without any accidents and with only two cars showing mechanical difficulties and is a record of which the management is very proud. It illustrates what close team work and strict application to the task will accomplish, only one short period of congestion occurring during the movement of this big volume and that occurred between 9 and 10 in the morning in Main Street Station.

To care for this traffic, which represented the movement of 944 cars over 12 miles of track; 195 trains aggregating 584 cars were moved over the Pasadena Short Line from Los Angeles; 98 trains, 263 cars over the Oak Knoll Line; 96 trains, 147 cars over the South Pasadena Line. The total car mileage for the movement being 23,315 car miles or a trip around the world for one car.

The frequency of service varied from 2-minute intervals at the peak to 10 minute headways at the beginning and closing of movement.

Trainmen involved in accomplishing this service represented 89 Motormen and 267 Conductors, but it must be realized that not only were the Trainmen "on their toes" to perform their best service, but all the way down the line through the Electrical, Engineering, Traffic, Signal and every department of the company, intense application and strenuous work was performed by every employe concerned to make this service all that was to be desired and from this has come the realization of a number of little obstacles to more perfect service that will be remedied or eliminated before the next year's duty presents itself and the realization has also come to all involved that in the performance of a duty perfectly, or as near so as we may, is created a desire for even better efforts that a closer touch to perfection may be attained.

Conferences have already been held reviewing our endeavors of New Year's Day and plans are being made to improve upon what was accomplished then, and, while the outline is not as yet perfect, sufficient is seen and known to believe that our endeavors on behalf of the public we serve will be more pleasing to our patrons and more satisfactory to us as workers than that of January 1st, 1921.

REDONDO BEACH
MT. LOWE
URBITA SPRINGS

RESORT GLEANINGS

W. A. McCAMMOND, ASSOCIATE EDITOR

REDONDO BEACH NEWS

The Dance Festival held in the Pavilion during the holiday season was a pronounced success. Friday night, December 31st, was the feature night when the special New Year's Eve Dance was pulled off.

The weather during the Christmas season was quite summer-like and brought out a large number of people. The Bath House came in for a fair share of patronage and the concessionists did a good business.

Redondo Beach entered a Float in the Rose Tournament Parade in Pasadena on New Year's Day. The scene portrayed Frank L. Kern as Neptune commanding the destiny of the car. La Vaughan Protsch, as queen of the sea coming out of the waves driving before her a large red lobster, and at the four corners in sea shells made of flowers sat four little girls. The float looked pretty and came in for a lot of very favorable comment.

The Art Theater has been opened again after extensive alterations and improvements. The entrance now being at the corner of the building at the north end of The El Paseo and is surmounted with a beautiful electric sign which shows up all along the water front. Mr. Fancher, the proprietor, is to be congratulated on the enterprise he has displayed in turning what was an old building, partly occupied as stores, into a first-class picture house.

The Dance Pavilion presented a novel and unique appearance on Christmas night with its decorations of imitation snow and icicles hanging from the columns and the snowballs suspended in mid-air.

The dancing started with a sleigh bell march—every lady being presented with sleigh bells which made lots of noise. Two very pretty exhibition dances were put on by Mabel Rockwell's pupils.

The dance wound up with a snowball battle which was thoroughly enjoyed by the big crowd on the floor.

PE

URBITA SPRING NOTES

Mgr. Cadd. Lamb of the Dancing Pavilion put on a very merry dance for Xmas night giving away 60 dollars of candy. The hall was very prettily decorated with red and green bells. About 200 couples attended, dancing until 12 o'clock.

Dr. N. C. B. Smith, our smiling, good natured masseur, has gone to Los Angeles for a few days recreation, visiting old friends.

The Eleventh National Orange Show has begun to show signs of life. Chairman Z. T. Bell of the Midway Committee is already busy al-

lotting space to concessionaries and we have his word for it that The Palace of Wonders this year is going to be bigger and better than ever.

Miss Dally Mings was a visitor at the Park for over the holidays, being a guest of Mrs. Cadd Lamb. Miss Mings will be remembered as an employe of the Redondo Beach Bath House several years ago, being one of the best women aquatic stars of the Pacific Coast.

Miss Mings still keeps up her training in swimming, but has given up high diving entirely. She says swimming is the most wonderful exercise in the world to keep one young and healthy—and after one look at Dolly you will agree with her.

PE

MT. LOWE RESORT

Paul Hirsch, the genial keeper of Ye Alpine Shoppe who was confined to the hospital for two weeks with an acute case of peritonitis, is on the job again.

The Alpine Division now boasts of a freight train De Luxe. Two new cabs adorn the old freight wagon and Conductor Wilson and Motorman Lankin, celebrating with their new overalls and gloves, are so puffed up that they hardly deign to notice the common herd on the hill.

Miss Mayse Turner, the new hostess at the tavern, is making many friends with her pleasing personality and charming manners.

Manager Vickrey reports a land office business at the tavern over the holiday season.

The Christmas spirit reigned supreme at Ye Wayside Inn from the time Santa Claus put in his appearance at the dormitory, on the eve of the joyous day, where after waiting a time with patience, the guests of honor, Mr. and Mrs. Vickrey with their cohorts, arrived merrily ringing the sleigh bells. Santa Claus immediately put in his appearance and took charge of the ceremonies distributing many useful presents among those present. Mr. and Mrs. Vickrey received the surprise of their lives on being presented with a beautiful coffee set, consisting of an electric percolator, tray, creamer and sugar in loving cup style. Christmas night the guests assembled in the lobby and the large tree gorgeously trimmed and laden with a present for every one was unveiled. Many exclamations of delight were heard when the room was darkened and the tree lighted. Later the guests gathered round the barrel to enjoy the cider and red apples and topped off the evening with a social dance.

A capacity crowd celebrated the death of the old year and birth of the new at the Inn. Dancing was enjoyed until near midnight when the guests wended their way to inspiration point which was so brightly illuminated at the stroke of twelve that Mr. Vickery was busy for some time answering phone calls from those in the valley who wanted to know if the mountains were on fire.

Mr. and Mrs. W. A. McCammond spent Christmas as the guests of the tavern.

Mr. and Mrs. F. F. Small entertained a party of friends with an outing on the mountain one day during the holidays.

PE

GENERAL FREIGHT DEPARTMENT NOTES

The first annual Long Beach Industrial Exposition, opening the week of January 31st, is going to show the industrial and harbor facilities and how both have increased recently. This announcement coming from the Chamber of Commerce from the neighboring port of Los Angeles is a new move on the part of the Long Beach Chamber.

Known as a tourist city, it comes as an interesting feature to hear that Long Beach industry represents \$16,462,500 vested capital with a weekly payroll aggregating \$1,150,117 for nearly 6000 employees.

The importance of Long Beach as a growing industrial center affects Los Angeles more nearly now that it is being linked with Los Angeles harbor by the connecting channel.

Shipbuilding, woolen and cotton goods, weaving, fish canning, sugar refining, manufacture of cordage and confections are the chief industries of Long Beach.

Incidental to the increased oil drilling activities in the new Huntington Beach field, the Standard Oil Company are rapidly completing their new camp site in the vicinity of 23rd Street, Huntington Beach. Spur track, twenty-three hundred feet in length has been completed to serve the site which will be used as a tool dressing and supply station for the new district. This is a new industry on the Pacific Electric's Huntington Beach Line and marks the beginning of increased industrial activities in that territory.

A spectacular fire, following an explosion of unknown origin, badly damaged three of the fish packing plants in the industrial district of Long Beach on December 14th, the loss being estimated at more than \$200,000 to buildings and equipment. The plants damaged included the Halfhill Tuna Packing Co., Long Beach Fisheries Co. and Los Angeles Tuna Canning Co.

The Al. G. Barnes Circus Company have recently completed new winter

quarters at Bundy station on the Del-Rey-Redondo Beach line, at which point industrial and storage trackage has been installed in excess of three thousand lineal feet to serve a seventy acre tract of land to be used as their permanent winter quarters.

PE

MECHANICAL DEPARTMENT NOTES

Miss Hazel Wagner, employed in the Mechanical Superintendent's Office June 22nd, 1920, was married December 15th to F. H. Baker, a machinist of Long Beach. Our best wishes go with the happy couple.

Miss Agnes Parke is once more pushing a pencil all over a clean sheet of paper, having returned from her annual vacation. We missed "Peggy" and are glad she is again with us.

Died:—

Clay S. Johnson, born July 3rd, 1892, died November 28th, 1920. Entered the service February 18th, 1916, as a car repairer at Sherman, later was made a clerk at Ocean Park and September 1st, 1919, was promoted to Foreman of the Hill Street Station Car Repairs.

F. H. Murphy, born October 17th, 1862, died November 20th, 1920. Entered the service October 29th, 1919, as a watchman at Torrance.

Red Cross subscription for 1921 membership was not supported as well as we hoped for. This organization has a vast field of operation and to carry on its work of mercy must have money. We wish those who from lack of a real knowledge of the present work of the Red Cross failed to subscribe, would make it a personal duty to get information from reliable sources and give their bit toward the uplift of humanity.

There is a rumor that Bill Kienz is married. Produce the certificate, Bill, nothing else will get by.

Miss Bulah Bever occupies the chair left vacant by the marriage of Miss Wagner. We are glad to welcome Miss Bever, who hails from Nebraska.

PE

SOUTHERN TROLLEYGRAMS

Conductor F. J. Blakeley was quietly married on November 18th last and now making their home in Boyle Heights.

Motorman R. M. Oliver showed Motorman L. T. Downs what seniority was for by bumping him.

Conductor E. B. Brown spent his vacation in San Bernardino and Riverside having a fine time.

Motorman L. T. Downs bumped Motorman C. A. Heard off of Run No. 84 Long Beach.

Motorman J. T. Childs has resigned and gone back to Dallas, Texas but we hope to see him back in Los Angeles in the near future.

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

Passenger Revenues	\$ 933,718.66
Freight and Switching Revenue	335,915.72
Other Revenue	56,376.28
Total Railway Operating Income	\$1,326,010.66
Total Railway Operating Expenses:	
Wages as above	731,574.76
Other Charges as above	420,640.01
Transportation for Investment-Credit ..	3,477.60 1,148,737.17
Revenue Less Operating Expenses	177,273.49
Depreciation	22,482.58
Taxes Assignable to Railway Operations	60,956.42
Total Depreciation and Taxes ..	83,439.00
Revenue Less Operating Expenses, Depreciation and Taxes	93,834.49
Non-Operating Revenue	16,652.49
Net Revenue	110,486.98
Interest on Bonds and Other Debt	311,113.09
Rents and Miscellaneous Income Deductions	47,619.33
Total Deductions	358,732.42
Net Loss	248,245.44
Net Loss for Eleven Months Ended November 30, 1920	983,532.66
Los Angeles, California. December 21, 1920.	H. A. CULLODEN, Auditor.

Motorman F. R. Sharpe spent his vacation around town taking in the sights, especially Venice.

Motorman M. Mood lost his valuable watch at 8th and Hemlock Yards, but the Night Watchman found it and returned it to him.

The boys from the Southern Division that worked at Pasadena wish to thank the Y. W. C. A. of Pasadena for sandwiches and coffee which the girls brought to them on New Year's Day.

PE

NORTHERN TROLLEYGRAMS

Cond. R. H. Dorman has bid in Run No. 37, Mt. Lowe Run.

Cond. Ed. Kohler is working Mt. Lowe Run out of Alpine with J. W. McMillan for a while.

Cond. "Deek" Fanning has bid in Altadena, Run No. 300. Deek has been busy greeting old friends.

Cond. Shuster has forsaken the Line car for an Altadena Run. He is now working Run No. 301.

Motorman T. Booher has bid in Altadena, Run No. 300.

Motorman Keckstein bumped Rose off Mt. Lowe Run, and Rose in turn bumped Booher from Annadale Shuttle Car.

Motorman Larson has given up 24 Oak Knoll for Altadena, Run No. 304.

Motorman Welsh has bumped W. J. Hodge from No. 4, Short Line.

Hodge is trying to make up his mind where to bump.

Motorman Rovai, of day switching crew at Pasadena, spent Christmas at San Diego. He said he went to see his mother. That was probably true, but we think he strayed from San Diego for a time at least.

As usual, Pasadena lived up to her reputation on New Year's Day. Notwithstanding the enormous travel there were no very bad delays nor accidents.

Cond. Ream is now working Short Line trailer.

PE

It was the end of a perfect day. He returned to the office with a pocket full of routing orders. He had called on several big shippers, all of whom had assured him that while they were greatly dissatisfied with the service his road had given, on account of his own commanding personality, they would give him all of their business.

He drew up a chair, and, putting his feet on the General Freight Agent's desk, handing the latter one of the imported cigars given him by admiring industrial traffic managers, tendered his daily report.

The boss was saying, "I recognize your wonderful ability and realize you are responsible for the good showing of this department. You should really have my job"—when he was rudely interrupted by his wife's voice: "Get up, Bill, breakfast is ready and you have been late two mornings already this week. You'll be trucking freight again in the local depot if you don't look out."

TRAINMEN'S MEETINGS

NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division trainmen was held on December 21 in the Pacific Electric Club. The meeting was called to order at 8:15 p. m. with General Officers McPherson and Bradley, the Northern Division Staff and thirty trainmen in attendance.

Unfinished Business

Item 1 of the minutes of the November 16th meeting by Motorman S. A. Paxton, relative to sanders being installed on the supply cars. Mr. Small replied as follows:

"I do not think it at all necessary to equip these cars with the series parallel switch,—in fact there is no room in the cabs of these cars for the installation of same. As to the sanders, I think this is a matter that should be put up to the Central Safety Committee, and if it is then decided it is necessary to apply sanders the work order can be prepared for same."

It was decided to refer this to the Central Safety Committee.

Item 3 of the Minutes of the November 16th meeting, relative to crossover switch being changed at Hermosillo Junction: Mr. Davis advises that this matter had been up before, and on account of the slow speed at this point it was decided not necessary to make this change.

Item 9 of the Minutes of the November 16th meeting by Motorman W. J. Best, that headlights be dimmed at Anderson and Aliso Sts.

Investigation of this and discussion with a number of motormen operating on this line developed that the headlight was needed as this street is dark and automobile traffic on cross streets in some instances is very heavy, and it was decided to only screen the headlights from Aliso to San Pedro streets.

Mr. Bradley took the floor to discuss some matters from the previous meeting. Called attention to the report of the minutes of the November meeting in the Pacific Electric Magazine. Criticism has been made that these minutes were too brief and did not give a proper idea of the discussion and reasons for certain actions. In future, these minutes will be extended so that anyone who was unable to attend the meeting would have a clear idea of what transpired.

In this connection the suggestion by Motorman Best relative to paying interurban pay on a run part of which was on the San Bernardino line and the balance on the South Pasadena-Watts Line was taken up for further consideration. It was stated that the entire theory of the rates of pay was that we would pay for the services performed. In this particular case interurban pay would be paid for the work on the Covina Line and local pay for the work on the South Pasadena Line.

Item No. 4 of the Minutes of the November 16th meeting by Motorman Paulson relative to request that a drinking fountain be installed at Sierra Vista: Further discussion developed that there was water west of the four tracks and that it would have to be piped under four tracks in order to put in a drinking fountain at the Sierra Vista station, which would probably be expensive, also that water was available at the 6th and Main Terminal, and that Sierra Vista crews had a layover at that end of the line, and that it was no hardship to get a drink then, as the round trip was made in one hour.

New Business

By Motorman W. J. Best: I would recommend that the landing at Vineland station be extended, as when a motorman stops back 30 feet from the railroad crossing the rear end of the train sometimes extends beyond the end of the platform.

Disposition: This matter is up at present and has been referred to Mr. Johnson.

By Conductor Snedaker: Of late many commutation books have been presented not signed by the passengers.

Would it be possible for the passenger to sign the Auditor's stub and the back of the ticket book before same is punched or stamped, thus eliminating the danger of book being turned over to the passenger unsigned or unpunched?

Disposition: This was referred to Mr. Birmingham of the Traffic Department to see if the ticket clerks handle it this way and can be reported on at the next meeting.

It was suggested that at the next trainmen's meeting, the room be heated so the men could attend the meeting in comfort as it was very cold on this date.

Disposition: Referred to Mr. Stuart to see what can be arranged.

By Conductor DeGarmo: Suggest that the train leaving Claremont at 10:36 a. m. be set ahead in order to connect with the 10:30 a. m. train out of Pomona. Several passengers have suggested that we should make this connection.

Disposition: This has been taken care of on the new time-table now being prepared.

By Conductor DeGarmo: I would suggest that when light circuit switches are turned off by conductors at one end of the circuit that 5 to 10 seconds should elapse before the man at the other end of the circuit turn them on, thus eliminating the danger of the first conductor thinking he had not turned the lights off and throwing the switch again and turning out the lights belonging to the train at the other end of the light circuit.

Disposition: It was suggested that this difficulty might be avoided if the type of light circuit similar to the one now installed on the Southern Division be employed. This matter will be referred to the Signal Department for a report.

By Conductor W. J. Best: At the west end of the El Monte siding, parallel trolley wire should be extended at least 100 feet so that when cutting off two cars the trolleys may both be placed on the parallel wire, as the conductor has to go to handle the switch.

Disposition: It was recommended that the Electrical Department be requested to install the additional length of wire.

By Conductor Snedaker: I would suggest that an overhead switch be installed at the east end of the Long siding at Claremont. This to save the conductors on the Claremont-Pomona Line having to jump the trolley from one wire to the other when making meets with other trains. At present the west end of the siding is equipped with an overhead switch.

Disposition: There being no apparent reason why this could not be installed, it was referred to Mr. Anderson to install.

By Conductor Snedaker: The east switch at the Long siding at Claremont is very stiff and conductors can hardly throw same.

Disposition: Referred to Mr. Johnson to correct.

By Conductor Snedaker: I notice in the minutes of the Northern Division trainmen's meeting a few months ago where holes at switches should be filled up so that trainmen throwing the switches could do so without getting wet during the rains. The recent rains developed that the following switches also needed similar attention:

North Pomona turnout switch leading to Pomona;

The second derail on the San Antonio Heights Line;

The switch at Lone Hill;

The switch at Echandia Junction out-bound;

The switch at 9th and Tennessee, Southern Division;

Disposition: This matter referred to Mr. Johnson to correct.

By Conductor DeGarmo: Between the register station and the staff box at North Pomona the concrete is lower than the paving and during the rains allows quite a pool of water to stand at this point.

Disposition: Recommended that the Maintenance of Way Department find some means of draining this water away so the men will not have to walk through it going to the staff box.

By Conductor DeGarmo: The freight crews in setting cars out at Claremont do not leave enough clearance for

three cars to clear in making a meet at this point, as in the case of No. 19 and No. 21, which both have to take this siding. To eliminate this I would suggest the derail be moved back about 50 feet, which would allow plenty of room.

Disposition: This referred to Mr. Johnson to move the derail.

By Conductor DeGarmo: Recently I had a passenger get on my car from Pomona to Claremont in the morning with a going portion of a triplex ticket dated the day before, having been honored on train No. 119 from Los Angeles to Pomona and no connection to Claremont until the following day, and would like to know if this ticket should be accepted on any train the following day.

Disposition: Referred to Mr. Birmingham of the Traffic Department, who was present, to advise at the next meeting.

By Motorman B. M. Stein: I would suggest if it is possible, to have the regular runs on the Sierra Vista Line equipped with the fast cars and the slower cars such as 141, 143 and 144 be put on the trippers in the morning and evening rush.

Disposition: Mr. Green of the Mechanical Department has already been instructed to keep these slow cars off of the Sierra Vista Line, on account of their interference with the interurban service this side of Indian Village.

By Motorman W. J. Best: I notice that high weeds are obstructing the view at some crossings between Vineland and Lark Ellen and would suggest that they be cut.

Disposition: The Central Safety Committee in making an inspection of this line referred this matter to Mr. Johnson to take care of.

The Western Division has brought up the question of having a general shake-up once a year and in order to make the practice uniform the Secretary referred this communication to the Northern Division meeting for their pleasure in the matter.

After considerable discussion, the matter was put in the form of a motion and unanimously voted down.

Motorman G. A. Newman of the Southern Division, presented a proposition of installing a suit cleaning establishment at 6th and Main, and gave the schedule of prices and a prospectus of the service to be rendered.

After considerable discussion, the meeting endorsed this plan.

By Motorman Staff: I would suggest that the trainmen's seniority list at Macy street be placed where the trainmen can refer to same without having to bother the foreman to see it.

Disposition: Mr. Bradley stated that he would arrange with Mr. Johnson to make a glass case similar to the one at Pasadena now in use, and place same on the outside of the foreman's office where the trainmen could see the list at any time.

C. H. BELT,
Secretary.

EASTERN LINES

The regular monthly meeting of the Northern Division Eastern Lines, trainmen was held at Riverside on December 14. Chairman Finley calling to order at 7:30 p. m. There were, approximately, twenty-five in attendance.

The minutes of the previous meeting were read and approved.

Unfinished Business

That overhead switches be put in at Alvarado.

Disposition: This has been completed.

That exchange checks be issued to passengers who have to transfer at San Bernardino.

Disposition: This has been taken care of.

That lights be installed at Telephone booths at 7th and Main, Vine and San Bernardino.

Disposition: No action taken.

Transfer of mail at Covina.

Disposition: This has been taken care of.

That gong be placed at the P. E. Station, San Bernardino, so that the Dispatcher could summon trainmen.

Disposition: On account of moving

the Dispatcher's office to this point it will not be necessary.

That the Section Foremen, on the San Bernardino line, are not putting signals back the proper distance.

Disposition: This matter has been checked up with the Foremen and flags will be handled properly.

That there are no whistles on 130-class cars.

Disposition: This class of car now equipped with whistles.

That several limbs of trees, on Magnolia Ave., which are about ready to fall be taken care of.

Disposition: This has been taken care of by cutting off the worst of the limbs.

That the brush be cut between the Gravel Pit and Santa Ana bridge.

Disposition: This has been attended to.

That Washington and Ohio Streets stops be eliminated.

Disposition: This has been attended to.

New Business

By C. F. Parkins: That the trolley wire at Crown Jewel Spur be tightened up as the trolley pushes same up against the cross arm.

Disposition: Referred to the Electrical Department.

By W. N. Peebles: That cluster of lights be installed at Fontana Station so that intending passengers can be seen and it would be easier for the Motorman to locate them, as there are numerous complaints about people being passed up at this point after dark.

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

By W. N. Peebles: That landing at Vineland Stop, outbound, be lengthened to accommodate three-car trains.

Disposition: This has already been reported.

By W. N. Peebles: That train No. 24, out of San Bernardino at 7:45 a. m., be furnished with two conductors, for the reason that the head conductor, who works two cars, sometimes gives the buzzer bell, then the ordinary bell, which is very misleading. Also, when discharging passengers the Conductor cannot watch both cars properly, which might cause an accident.

Disposition: As one man works two cars on other lines, and this train being the Angeles Limited with the fewest number of stops, it was suggested that we close the rear doors of the second cars and have the Conductor stand on the rear end of the first car where he could watch the steps of both cars, which would eliminate any danger.

By J. A. Severance, that the derail at Crestmore be moved 10 feet back so as to accommodate two cars when making a meet at that point, also that same be painted.

Disposition: Referred to M-W Dept. to move derail and repaint.

By J. A. Severance, that there should be heat on the 300-class one-man cars in Redlands and Riverside, on account of it being much colder at those places than at some others on the system where these cars are used.

Disposition: Local service passengers only on car a short time, and heat not considered necessary.

By J. A. Severance: That the Salt Lake is not keeping the Waiting Stations on the Crestmore line clean.

The M-W Dept. advise that the Salt Lake Ry. have the maintenance of this piece of track and they have no jurisdiction over that line.

Disposition: Referred to Mr. F. E. Peachey to take up with Mr. Cullen, Superintendent of the Salt Lake Ry.

By G. W. Bosley: That the trees need trimming at Sterling spur, on the Highland Line.

Disposition: Referred to the M-W Department.

By J. W. Mills: That drivers of automobiles are very careless when passing a Conductor pulling switch at 3rd and D Sts., and at the P. E. Station, San Bernardino. On several occasions he has been very nearly hit when doing same.

Disposition: Trainmen were instructed to get the number of the auto and same would be reported to the Automobile Club, also to the Police Department.

By J. E. Mills: That cars on the Col-

ton-Arrowhead line stop west of the switch at the P. E. Station so that it would not delay the Riverside-Redlands cars.

Disposition: Instructions will be issued.

By W. B. Reynolds: That trees be trimmed at Rialto and Mt. Vernon so that they would not obstruct the view of Los Angeles trains from Motormen on Colton local line.

Disposition: Referred to the M-W Dept.

By W. W. Peebles: That when erecting crossing wig-wag way signals they be placed so that the Motorman, going in both directions, will be able to see them. The one at San Antonio Hospital is so placed that it is only visible to the Motorman when going in one direction.

Disposition: Referred to the M-W Dept. to be placed so that autos can see to best advantage. The one in question will be inspected to see if location can be improved.

By C. W. Bosley: That there are several automobiles driving in back of the S. P. Station, San Bernardino, which make it hazardous to passengers waiting for, or leaving trains.

Disposition: Referred to Mr. F. E. Peachey to take up with Mr. Whalen.

By G. P. Parkins: That a Slow Sign be placed on the span wire 1000 ft. south of the curve at Orange and San Bernardino Avenues, Redlands, to warn Motormen, as this is a very treacherous curve on account of the slick condition of track, also its location.

Disposition: Slow Signs will be requested.

A. G. Babcock, Conductor, wished to thank the Company for the twelve days' vacation he had just enjoyed.

Motion was made by Motorman J. A. Severance, and seconded, that trainmen on the Crestmore Line wished to extend their thanks to the Towerman at Bloomington for the efficient way in which their trains are handled through that plant.

P. S. Good was elected Chairman for the ensuing three months, vice D. J. Finley, whose term of office expired.

There being no further business before the meeting, adjourned at 9:30 p. m. Next meeting will be held in San Bernardino, Tuesday, January 11, 1921.

F. E. PEACHEY,

Secretary

SOUTHERN DIVISION

The regular monthly meeting of the trainmen of the Southern Division was held Dec. 21 at the Pacific Electric Club fifteen trainmen being present, in addition to Assistant General Superintendent McPherson, Superintendent Davis and Assistant Superintendent Taylor.

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

The first order of business was the election of chairman.

Motorman A. L. Ried was nominated and elected by acclamation.

The minutes of the previous meeting were approved.

Unfinished Business

Absence of crossing sign at highway crossing Vista Del Mar.

Disposition: Mr. Johnson reported that this is a private road crossing and that right of way had been fenced and gates installed.

Relocate train register at Torrance.

Disposition: Mr. Davis stated that the present location was best for majority of the trains and would require them to make the separate stops if changed. Suggested change not approved.

Men working foreign runs and giving them up being required to hold same until bid in.

Disposition: Mr. Davis stated this was now up for consideration by the other divisions; would have to be effective on all.

Printed lists each month to be issued showing bulletined lost passes and commutation tickets.

Disposition: Arrangements are being made to have this done.

Printed placards to be placed in cars requesting passengers to show their commutation tickets to conductors.

Disposition: Arrangements will be made to have this done.

New Business

Suggestion offered at Western Division Trainmen's meeting that there be a general shake-up once each year.

Under discussion, opinion prevailed that a general shake-up brings more or less trouble and that when men are working on seniority basis no good reasons exist for a general shake-up. From a safety standpoint, if for no other, a shake-up is not the proper thing.

Disposition: Conductor H. T. Bennett moved that no change be made. Motion duly seconded and carried unanimously.

By Mr. C. A. Newman: Submitting plan for cleaning and pressing establishment at 6th and Main Sts., with a schedule of prices and service to be rendered.

Disposition: Moved by Mr. Bennett that the plan be endorsed by the Southern Division. Motion seconded and carried unanimously.

In order to get the proposition before the other Divisions, the Chairman appointed Mr. Newman a delegate to attend the Northern and Western Division meetings then in session.

By Mr. Wilnot: That better and more comfortable meeting quarters be arranged for. Present room on third floor of Club building is without heat and very noisy from the street traffic.

Disposition: Moved and seconded that the matter be referred to Manager Stuart of the Club.

By Mr. Read: That the tracks in front of the new depot at San Pedro are covered with water during rainy weather.

Disposition: Referred to Maintenance of Way Department for attention.

By Mr. Hader: That a lever throw switch replace the existing chain pull switch at 7th and San Pedro Streets, for moving cars to surface tracks; very difficult to hold chain when operating 4 and 5-car trains.

Disposition: Referred to Maintenance of Way Department for attention, if practicable to change.

By Mr. Hade: That trainmen not be required to have fender down and headlights on, when operating trains between elevated terminal and surface tracks.

Disposition: Mr. Davis stated that city ordinance required this and must be lived up to.

By Mr. Bennett: That a light cluster be installed at South Los Angeles, on pole, and one light in 'phone box.

Disposition: Mr. Davis stated he would arrange for this.

By Mr. Tiemann: That the overhead turnout, from Main St. on to 7th is in need of lining up as trolleys do not hold the wire.

Disposition: Referred to Electrical Department for attention.

By Mr. Hader: That overhead be constructed at crossover, Artesia; absence causes great inconvenience to trains having to use crossover.

Disposition: Referred to Electrical Department, with suggestion that parallel wire would help if overhead switch not desirable at this point.

Attention called to extreme end of transfer track being in bad shape; also old ties and rails lying along track without proper clearance, etc.

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

Assistant General Superintendent McPherson addressed the meeting on the subject of disappointing business conditions and the Company's financial showing.

The management was much concerned over the situation and everyone connected with the Company is equally interested with the officers in practicing the most rigid economy in handling the Company's business.

Mr. McPherson expressed his regret at the very small attendance and hoped that some particular effort could be made to secure a larger showing at future meetings.

The subject of securing attendance was then taken up for discussion.

Mr. Hader suggested that some of the meetings be held in the day time for the benefit of a large number of trainmen who are off duty between 9:00

a. m. and 1:30 p. m. He believed a larger attendance would result.

Chairman Read urged those present to each consider himself a special delegate to see the men and boost for a large attendance. He called attention to the fact that the Western Division attendance numbered around 200 every meeting and a great deal of enthusiasm prevailed.

Mr. Bennett suggested that on the day of the meeting, dispatchers especially request every man calling in, to make it a point to attend the meeting that night.

On motion of Mr. Wilmot, the Chairman appointed a committee of three to provide ways and means toward a better attendance.

Mr. Wilmot was appointed chairman of this committee and instructed to select his assistants, and to call on the Secretary for any assistance needed.

Next meeting will be held at 8:00 p. m., January 8th, 1921.

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

G. H. GRACE,
Secretary.

WESTERN DIVISION

The regular monthly meeting of the Western Division trainmen was held at 8:15 p. m. on Dec. 21 in the Committee Room, Pacific Electric Club, Chairman E. C. Brown calling the meeting to order.

The attendance numbered approximately 110 trainmen, in addition to W. C. White, Superintendent; S. E. Wilson, Asst. Superintendent; N. C. Davis, Trainmaster; B. Porter, Asst. Trainmaster; A. Cole, Asst. Trainmaster; J. E. Douglas, Asst. Trainmaster; J. J. Cleary, Asst. Trainmaster; W. L. Jenks Supervisor; D. K. Beale, Supervisor; and J. E. Glancy, Representative of Traffic Department. Absentees: A. McKensie, Supervisor; (H. S. Blakely, Supervisor, on duty).

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

Chairman E. C. Brown responded to the Holiday Greetings of Mr. H. B. Titcomb to the Employees of the Pacific Electric Railway Co., which appeared in the December issue of the Pacific Electric Magazine, and on behalf of the Western Division trainmen wished him and the officials of the Company a Merry Christmas and Happy New Year. He also thanked the Company for the bonuses given trainmen as additional compensation for good records, and for receiving them before Christmas.

Unfinished Business

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

Disposition: Motorman C. A. Newman of the Southern Division appeared in person, and handed a letter to the Secretary, which was read before the meeting, and in which Mr. Newman outlined his plan for establishing a cleaning and repair shop in the neighborhood of 6th and Main Sts., or in the Pacific Electric Bldg. He guaranteed to do good work at reduced rates to Pacific Electric Railway Co. employes.

After a general discussion this proposal was not received favorably by the members of the Western Division. The fact was mentioned that the Los Angeles Company would soon move to their own building, and this was also expected to have a bearing on the matter.

Relative to the matter of general shake-up of runs:

Mr. R. R. McAfee brought up the question of yearly general shake-up of runs. On further consideration and discussion it appeared unfair to the trainmen present at the meeting to come to any definite decision on this point, without consulting the trainmen of the entire Division; also the Northern and Southern Divisions.

New Business

By Mr. E. L. Marvin: That the inbound landing at Cahuenga Pass for Van Nuys cars be lengthened, as it is not long enough to permit passengers

to get on and off trains without blocking the street.

Disposition: Referred to Maintenance of Way Department.

By Mr. E. L. Marvin: That conductors be furnished with variously colored hat checks, in order to prevent possible misuse of transportation.

Disposition: Mr. J. E. Glancy, of the Traffic Department, stated that the Ticket Stock Room now has a supply of at least three different colored hat checks.

By Mr. J. M. Hockmuth: That the white hat checks now in use are too thin to handle with speed and convenience, and should be replaced by a better quality check.

Disposition: Mr. Glancy stated that the new hat checks are of better quality.

By Mr. E. L. Marvin: That the local transfers now furnished are too thin, tear very easily, and are badly printed; that this should be remedied.

Disposition: New stock, now being furnished, is of better grade.

By Mr. H. J. Delmer: That the inter-urban stop between Vermont and Hoover streets at Magnolia, on 16th street, Venice Short Line, be eliminated on account of grade of the hill at this point, which makes it difficult for out-bound trains to get up speed.

Disposition: Referred to the Traffic Department.

By Mr. H. J. Delmer: That the landings at the inbound stop at Alexander, and inbound and outbound stops at Roberts should be lengthened, to accommodate three cars.

Disposition: Referred to Maintenance of Way Department.

By Mr. H. J. Delmer: That the posts which were at end of Rose Court, Ocean Park, have been removed; that automobiles now come through the opening and across the tracks, which create hazard of accident.

Disposition: Referred to Maintenance of Way Department.

By Mr. H. J. Delmer: That lights be placed at all stations west of Vineyard on Venice Short Line, so that passengers who wish to board trains may be seen by motormen as they approach stations, at night.

Disposition: Referred to Electrical Department.

By Mr. W. G. Perry: That since the ruling went into effect whereby conductors only are permitted to tear out coupons from commutation books, he has noticed many individual books that show only the initials of purchaser, without designating whether the book was sold to a man or woman; that to avoid misuse of transportation, ticket agents should be instructed to show this information when issuing commutation books.

Disposition: Mr. Glancy stated that a bulletin had been issued to agents instructing them fully on the proper way to issue these commutation books and that the Traffic Department is checking them up to see that these instructions are complied with.

By Mr. I. E. Black: That the names of stations should be shown on hat checks used on Redondo Line, to assist conductors in making proper fare collections.

Disposition: Mr. Glancy said that such hat checks are now being printed, and will be issued in a short time.

By Mr. E. L. Marvin: That a bulletin be issued to motormen operating Hollywood Local cars, requesting them to attend to turning the lights on and off when going through the Hill street tunnels; that owing to crowded condition of cars it is sometimes difficult for conductors to go through the cars to the front and to do this. Mr. S. G. Masterson further suggested that a light switch button be placed at each end of cars where lights can be turned on and off by motormen.

Disposition: Referred to Mechanical Department.

By Mr. H. J. Delmer: That a large map showing all Western Division lines be placed in the Pacific Electric Club, and to indicate with colored pins the different kinds of accidents at the points where they occur, so that trainmen may familiarize themselves with locations on the line that may be dangerous, thereby lessening hazards of accidents.

By Mr. C. N. Cake: That line cars and wrecker cars are not equipped with yellow and green lanterns, but that they should be.

Disposition: Referred to Mechanical Department.

By Mr. E. C. Brown: That conductors on Hollywood and South Hollywood Lines be compelled to be on rear platform when reaching Lake Shore Ave., on account of the large number of passengers that get on at this point, and to assist them in boarding cars, thereby avoiding hazards of accidents.

Disposition: Bulletin to this effect has been reissued under Number 1357.

By Mr. M. Stolpe: That the caution signs on Western and Franklin Ave. Line are faded, and should be replaced with new signs.

Disposition: Referred to Electrical Department.

By Mr. M. Stolpe: That a sign be placed at 1st and Hill streets directing passengers to walk south on Hill street about 100 feet to stop sign and there await the cars, this stop sign being placed at its present location in order to allow ambulances clear access to Receiving Hospital.

Disposition: Maintenance of Way Department.

By Mr. M. Stolpe: That most of the stop signs on Hollywood Line are placed at street corners; that passengers wait at the stop signs and motormen cannot bring front end of car beyond street corners, passengers are required to walk to the rear end to board car, which consumes time. Suggests that signs be moved backward one car length to avoid this condition.

Disposition: Stop signs are hung on span wires, and at some points the span wire is located nearer the street corner than at others.

From Suggestion Boxes

By Mr. W. P. Nichols: (1) That extra cars and crews be kept at Gardner Junction for relay purposes on Hollywood Boulevard; (2) also that the Mechanical Department have a repair man at this point to make light repairs.

Disposition: (1) Present schedule allows lay-over time enough to take care of delays. (2) Referred to Mechanical Department.

By Mr. L. E. Stuckey: That small Red Cross kits be provided with all cars, to be used by trainmen in case of minor accidents to themselves during the day's work.

Disposition: We now have Emergency Kits at Sherman, Hill St. Station, Ocean Park Carhouse, and all substations.

By H. H. Young: That some kind of hat check holder be placed on top of seat backs or on woodwork between window panes in all class cars where hat checks are used, to better enable conductors to keep track of fares.

Disposition: Referred to Mechanical Department. The conductors present all agreed that it would be of assistance to them and the public to have this done.

By Mr. E. Wolfe: That safety zone be painted at 3rd and Hill Sts., both north and south of 3rd street to accommodate two cars at one time, both these cars to move across 3rd Street without the second car having to make safety stop in order to relieve congestion of traffic at this place.

Disposition: Superintendent will take this up with Board of Public Utilities.

By Mr. J. H. Quinn: That instead of using Triplex W. D. T. 2 for passengers to or from Sawtelle and Soldiers' Home, suggests we have a special ticket for this purpose, and colored red so it can be easily distinguished.

Disposition: Referred to Traffic Department.

By Mr. T. M. McCarley: That signal lights on 300 type cars be changed to show either green or red, as when sun is shining white lights are not always visible.

Disposition: Referred to Mechanical Department.

By Mr. J. L. Spence: That narrow shade in the center of one-man cars be moved about four inches to the right and the other two shades taken out entirely, in order to do away with reflection of car lights on operating end of car.

Disposition: Referred to Mechanical Department.

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By Mr. K. U. Sorenson: That something be done to keep passengers from entering the Venice Yard on Sundays to board the Hollywood and Sawtelle cars, which they do while cars are in motion; this practice being dangerous to passengers.

Disposition: Trainmen are instructed not to allow passengers to board cars in Yard.

By Mr. K. U. Sorenson: That it would be of great convenience to many trainmen and passengers to establish a Pay Station Telephone in the station at Sherman.

Disposition: Mr. White will take this matter up with the telephone company.

By Mr. S. G. Masterson: That stop sign at Lucile on Hollywood Line, be moved half way between Lucile and Hyperian, as the signs at Lucile and Edgecliff are very close together.

Disposition: This sign was placed in present location by request of patrons and Board of Public Utilities as a safety measure.

By Mr. C. H. Hoover: That notices be displayed at Hill St. Station asking passengers to hold their own ticket or transportation while boarding cars, to relieve congestion and speed up collection of tickets.

Disposition: Referred to Traffic Department.

By Mr. A. E. Brown: That fares be collected at Hill St. Station as passengers go through the gates.

Disposition: Referred to Traffic Department.

Mr. White made a few remarks, calling attention to the falling off in passenger and freight revenue, while our operating expenses showed an increase. He also called attention to the increase in the number of accidents that were occurring on the Pacific Electric Railway lines, and impressed upon those present the necessity for using greater care, and securing witness cards in all accidents. He stated that these accidents involved a large loss to the Company, and asked for the co-operation of trainmen in exercising caution, to the end that accidents be reduced to a minimum; and that motormen put forth every effort possible to increase their

coasting percentages, as this meant a reduction in the consumption of power.

The election of a new chairman took place, the term of the present incumbent having expired at this meeting. Four candidates were nominated for the office, Mr. L. L. Pierce received the majority of votes and was elected to preside as Chairman for the ensuing three months.

There being no further business, the meeting was adjourned at 10:30 p. m. The trainmen then assembled in the Pacific Electric Club Auditorium where they were entertained by a boxing contest between Conductor A. E. Einert and Conductor R. T. Follett, and served with refreshments.

M. MARKSWITZ,
Secretary.

PE

THE REAL THING

"Who's dead?" asked the stranger, viewing the elaborate funeral procession.

"The man what's inside the coffin," said the boy.

"But who is it?" pursued the stranger.

"It's the mayor," was the reply.

"So the mayor is dead, is he?" mused the stranger.

"Why, of course he is, d'you think he's having a rehearsal?" said the small boy, witheringly.

PE

LIFE'S UNCERTAINTIES

"Yes," said the politician sadly, "I've been idle a whole month. I tell you, office, holding is getting to be a pretty uncertain business nowadays."

"And how long had you held the office?" asked his friend.

"Why, let's see, it was going on thirty-two years," replied the politician.—Exchange.

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HOW ABOUT YOUR INCOME?

If your house burns down, the fire insurance company pays. If your automobile is stolen, money received from the automobile insurance company will help you buy a new one.

But how about your income? Who pays the bills when sickness or accident lays you low? There is only one sure way to protect your income and that is with a policy of accident and sickness insurance.

The Pacific Mutual Life Insurance Company of California is issuing a policy specially prepared for electric railway men in Southern California. A great many of the boys carry it. Here are the names of a few who used it to help pay their increased expenses when they were laid up by accident or sickness:

Hatch, Frederick A.....	La Grippe	Bush, Edwin D.....	Bruised and burned hand
Wygol, Milton F.....	Bruised back	Shick, Geratle E.....	Cold
Goldstein, Melville G.....	Injured head and thumb	Henry, Samuel A.....	Cold
Shields, Thos. H.....	La Grippe	Pratt, Alfred E.....	Stomach trouble
Kull, Robert E.....	Cold	Hampton, Harry C.....	Bronchitis
Reagan, John J.....	Injured finger	Woolverton, Rusus M.....	La Grippe
Radcliffe, Jesse R.....	Bruised shin	Pitheon, Albert E.....	Bruise
Crochett, Garland H.....	Gastritis	Combs, Ennis H.....	Infuenza
Hayden, George S.....	Lumbago	Hilts, Arthur J.....	Colds and boils
Trafford, Thos. A.....	Stomach trouble	Large, Chancey C.....	Stomach trouble
Wallace, Richard.....	La Grippe	Umflett, Henry.....	Fractured wrist
Woodington, Harry N.....	Cold	Locke, Emmett R.....	Sprained wrist
Ferguson, Ernest S.....	Boils	Harrison, Jos. T.....	Cold
Reid, Harold.....	Erysipelas	Davis, Hershell E.....	Bruised knee
MacDonald, Clarence G.....	Sprained back	Williams, Fred.....	Bronchitis
Sorenson, Karl N.....	Tonsilitis	Davis, James.....	Laceration of finger
Howard, Elwood E.....	Cold	Anderson, Jesse.....	Fractured hand
Bost, Wm. J.....	Cinder in eye	Ewing, Arthur E.....	Severe cold
Davis, Hershell E.....	Sprained ankle	Ramsey, Fred S.....	Abscess of ear
Goodrich, Glenn R.....	Sprained ankle	Rose, Robert R.....	Strain
Martin, Perry J.....	Strained back	Birkensea, John S.....	Ptomaine poisoning

THE PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA

Accident Department—Street Railway Division
429 Central Building—Sixth and Main Streets
Wm. L. Thomas, Superintendent

Agents:

J. R. Dougher, Western Division Pacific Electric Railway
J. V. Smith, Northern & Southern Division Pacific Electric Railway
F. C. Putz, Eastern or San Bernardino Div. Pacific Electric Railway
H. W. Travis, all Divisions, Los Angeles Railway

