



# The Pacific Electric MAGAZINE



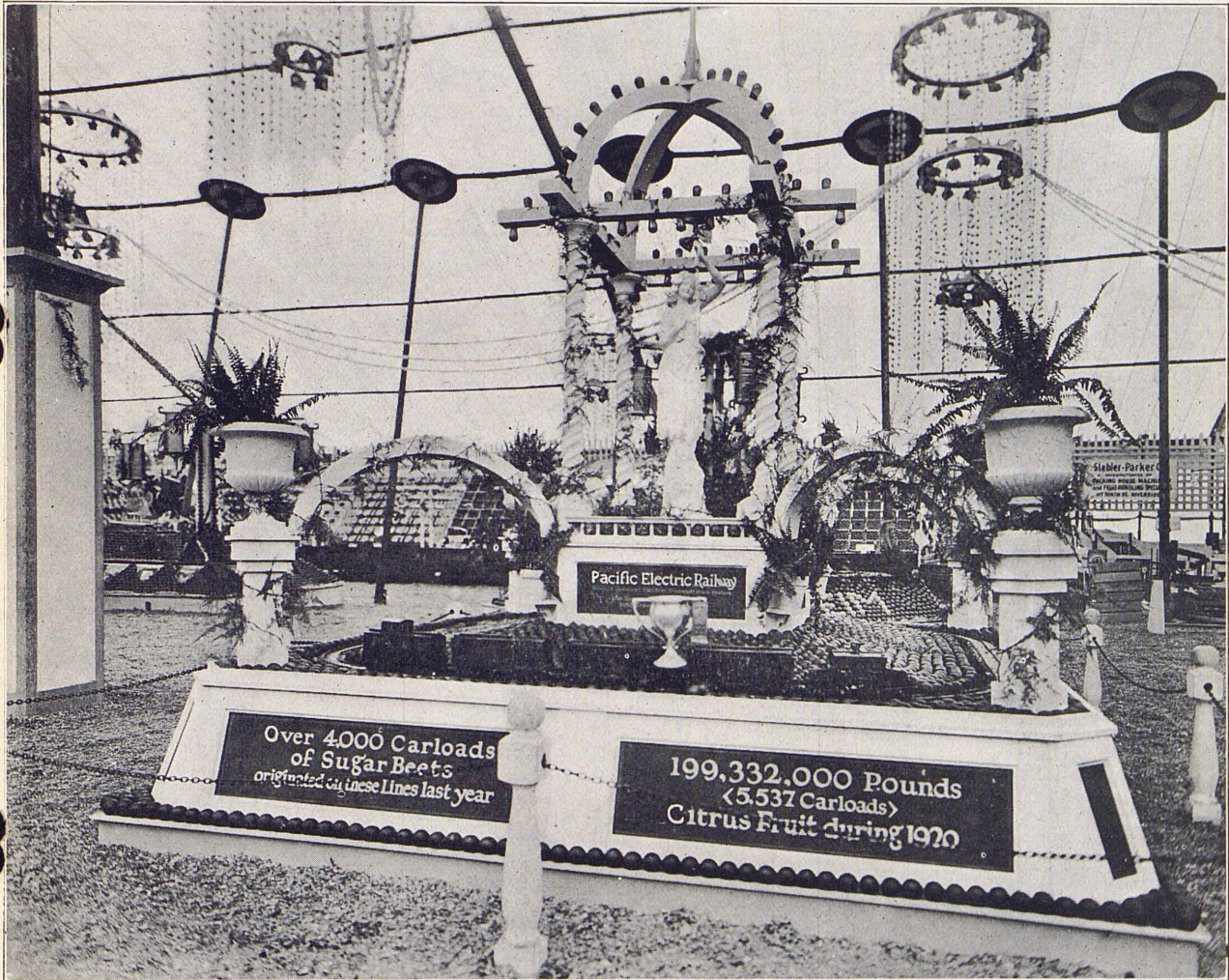
ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 6

LOS ANGELES, CAL. JUNE 10, 1921

No. 1

## FIRST HONORS TAKEN AT ANAHEIM SHOW



Again our Pacific Electric System has carried off honors at a Southern California Exposition for feature display. The latest trophy awarded us was bestowed by the California Valencia Orange Show, held at Anaheim, May 17-23, and for a first Exposition of the kind, a most beautiful show. The entrance of our Company in this feature of community advertising was dictated by our serving Orange County, although our rails do not as yet reach Anaheim, and since the first rail was laid on our system, it has been a fixed policy of this company to assist communities in every way possible in the exploitation of their interests.

This beautiful exhibit, which received first prize and trophy in its class, was designed by Mr. I. C. Wood, of the Electrical Department, and constructed by that gentleman, and Mr. John McLeod, of the Engineering Department. It was indeed a credit to the road, and the more appreciated because two of our own fellows built it.

# PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

## PACIFIC ELECTRIC CLUB CALENDAR

June 10th to July 10th

- Friday, June 10th—**  
Regular Movie Show in Auditorium, 8:00 p. m.
- Saturday, June 11th—**  
Agents Association Meeting in Assembly Hall, at 8:30 p. m.
- Monday, June 13th—**  
P. E. Band Rehearsal, 8:00 p. m.
- Wednesday, June 15th—**  
Northern Division Safety Committee Meeting, in Assembly Hall, at 2:00 p. m.
- Thursday, June 16th—**  
Moonlight and Lucky Spot Dance in Auditorium, at 8:00 p. m.
- Friday, June 17th—**  
General Staff Meeting in Assembly Hall, at 10:00 a. m.
- Monday, June 20th—**  
(1) Pacific Electric Band Rehearsal at 8:00 p. m.  
(2) Electrical Department Meeting, for all employes of the Electrical Department, at 8:00 p. m. Refreshments after the meeting.
- Tuesday, June 21st—**  
Transportation Department Meeting, of all Divisions, for all employes of the Transportation Department, at 8:00 p. m. Refreshments served after meeting.
- Thursday, June 23rd—**  
Hard-Time Costume Ball in Auditorium, 8:30 p. m. (Only those in costume allowed on floor to 10:00 p. m. Prizes for ladies and gentlemen.) Cider and wafers served during evening.
- Friday, June 24th—**  
Regular Movie Show in Auditorium, 8:00 p. m.
- Monday, June 27th—**  
P. E. Band Rehearsal, at 8:00 p. m.
- Thursday, June 30th—**  
P. E. Club Grand Farewell Ball for the Summer. Dancing until 12:00 p. m.
- Friday, July 1st—**  
Regular Movie Show in Auditorium, at 8:00 p. m.
- Monday, July 4th—**  
Holiday.
- Wednesday, July 6th—**  
(1) Pacific Electric Club Executive Committee Meeting in Assembly Hall at 2:00 p. m.  
(2) Southern Division Safety Committee Meeting, in Assembly Hall, at 2:00 p. m.
- Friday, July 8th—**  
(1) Regular Movie Show in Auditorium, at 8:00 p. m.  
(2) Western Division Safety Committee Meeting, in Assembly Hall at 2:00 p. m.
- Saturday, July 9th—**  
Agents Association Meeting in Assembly Hall, at 8:00 p. m.

## CLUB COMMITTEE MEETING

The regular monthly meeting of the Executive Committee of the Pacific Electric Club, held in the Committee Room of the Club on Wednesday, May 4th, was called to order at 2:15 p. m.

The roll call showed the following absentees: Geo. H. Payne, E. W. Colpitts; T. C. Holyoke; J. R. Johnson; M. T. Spencer; G. V. Barclay; F. L. Annable and E. C. Johnson.

The minutes of the previous meeting were read and approved.

Manager's report was as follows:

**Pacific Electric Club Fund.**  
Balance on hand, March, 31st, 1921 ..... \$1436.56  
Receipts ..... 913.15

Total ..... \$2349.71  
Paid out in bills and expenses 1082.61

Balance on hand, April 30th, 1921 ..... \$1267.10

**Employes Relief Fund**  
Balance on hand, March 31st, 1921 ..... \$ 276.22  
Receipts ..... 56.25

Total ..... \$ 332.47  
Paid out in relief ..... \$ 20.00

Balance on hand, Apr. 30th, 1921 ..... \$ 312.47

**Mortuary Fund Payments**  
Charles Sanders, Motorman—Northern Division, beneficiary, D. K. Cheever.... \$ 600.00

Mr. Stuart spoke about the question of the necessity of medical examinations in regard to the Mortuary Fund, and stated that he believed that some rule must be made regarding such medical examinations, especially in the case of Mexicans and other employes who are not required to take the examination on their entry into the employ of the Company.

Also stated that he had booked the Marion Warde Players, in a three act farce comedy, for Friday, May 6th, as a little diversion from the movies. Stated that the P. E. Orchestra would play, and the entire entertainment should be a fine one.

Regarding the Pacific Electric Camp, the Manager reported that after careful consideration, the Company had decided to run two Fords to take care of the transportation of the employes from San Bernardino to the Camp. Will run from the Arrowhead Springs Sub-Station to the Camp. Stated that we did not do this to run opposition to the Mountain Auto Line, and that the P. E. Bus would be for employes and their dependents only. That the Mountain Auto Line had lost money and had refused the privilege of lower rates not only to us, but also to the Los Angeles Playground. Stated that with our own bus, em-

ployes could go any day of the week, and stay just as long as they desired, or even stay for a day or so. Reported that although the Camp had shown a deficit last year of about \$3000, the rates for meals and accomodations this year would still be the same as they were formerly.

Mr. Stuart thanked the Committee for their great assistance in making the P. E. Band Benefit Mardi Gras at Venice the great success it was. Stated that he was sure everybody who attended had a fine time. That around \$300 had been realized and that it would mean a great assistance to the Band. Asked that the Committee thank Mr. Kinney the Manager of the Venice Dancing Pavilion, for the great help and courtesy he extended to the Company and Band to make the affair a success.

Stated that the next big event would be at Urbita Springs, sometime in July. And that after July, would come one of the biggest events ever in the history of the P. E. Club, to be held at Redondo, our own big Beach Resort. That the P. E. Band would play, and that all kinds of games and amusements, such as the tug-of-war, greased pig, slippery pole, etc., would be put on.

Mr. Stuart thanked Mr. Jenks, who sold over \$50.00 worth of tickets for the Band Ball, for his great interest in the welfare of the Band.

The Committee on pass privileges at the bath houses at Urbita Springs and Redondo reported that they had interviewed Mr. H. B. Titcomb, and that he had carefully considered their request for bath privileges, and had replied as follows:

"Referring to your call of April 6th with reference to free privileges at Urbita Springs and Redondo Beach:

"As explained to your Committee, the passes were withdrawn by my order on account of the crowded conditions on Saturdays and Sundays, which made it impossible for us to properly take care of pay patrons. While it is true that there was a limitation on the former passes to the effect that they could be used only when accomodations were sufficient and pay patrons would not be inconvenienced, there was so much complaint and so much abuse of the privileges that they could not be continued.

"I believe that your Committee does not realize that at present we have a very low rate to employes for the enjoyment of the bathing privileges at Urbita Springs and Redondo Beach, namely, seven baths for \$1.36, to which is added the regular war tax, making seven baths for \$1.50. This is about 21c per bath and is a ridiculously low rate when you consider the damage to suits, the use of towels and soap and the general supervision, and I feel that we can hardly make any further concessions. The regular rates for baths are 36c at Urbita Springs and 40c at Redondo, so you can see that employes are given a substantial reduction.

"I cannot conceed the use of our dancing pavilion at Redondo except

on special occasions. I have already indicated to Mr. Bishop, President of the Club, and Mr. Stuart, Manager, that I will encourage and lend every assistance to picnics or special occasions when our employes can get together for a general outing, giving them free use of our facilities. You probably realize that we have been very liberal with transportation on such occasions, allowing passes to employes and members of their families with the general restrictions removed, that is, passes gotten at such times do not count against an employe's general pass privileges.

"As you most likely understand, the reduced rate tickets for baths at Urbita Springs and Redondo Beach are on sale at the bath houses and can be secured upon presentation of rate orders which are issued by heads of departments."

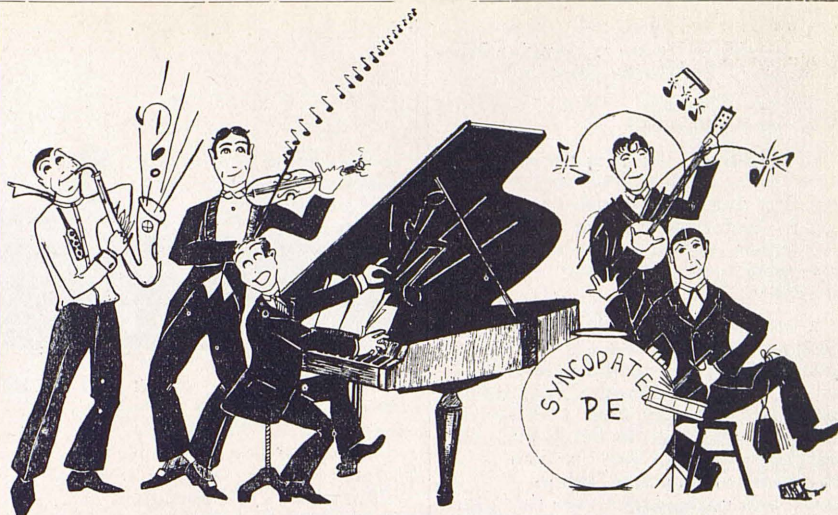
The Committee was thanked for its careful and prompt attention to the matter.

On the question of medical examinations for applicants to the Mortuary Fund, there was considerable discussion and the matter was carefully weighed and considered. The question was raised that the Mortuary Fund had been adopted to avoid the necessity of soliciting among the employes for funds to help out the beneficiary of a deceased employe, as had heretofore been the case, and that the Mortuary Fund had been created to be open to every employe, without restrictions or the necessity of physical examination. Mr. Bishop stated that while this was a fact, the necessity for examination had not been needed in the early stages of the Fund, but that it now embraced some 2400 members, and that some such rule regarding the physical fitness of the applicant was now necessary to safeguard the interests of the members. The following resolution was then submitted to the Committee and duly passed.

Any employe of this Company who applies for membership in the Mortuary Fund, and whose occupation does not now require a physical examination, shall and must submit to and pass such physical examination by the Company's Medical Department, before his application for such membership in the Mortuary Fund becomes effective.

In appreciation of the courtesy extended at the P. E. Band Mardi Gras Ball, the Committee submitted and unanimously passed the following resolution:

Whereas, Mr. Thorton Kinney, President of the Abbott Kinney Company, of Venice, California, kindly extended the courtesy of the Venice Dancing Pavilion and Lew Lewis's Orchestra to the Pacific Electric employes for the purpose of giving the Pacific Electric Band Benefit Mardi Gras and Carnival Dance on the evening of April 28th last, on which occasion a large attendance of the employes demonstrated in no uncertain manner their appreciation of this privilege, Therefore, this Executive



**SYNCOPIATION SUPREME**  
Here they are, folks—"The Jazzbo Knockouts." They are "the thing" at the Club, and very much praised by all employe attendants. If you have never heard them, "float" around some Thursday night. That's the big dance night. A more complete, unique troupe of "musical demons" does not exist. They are depicted above rendering that popular ditty, "Who Cut the Sleeves from Father's Vest?"

Committee of the Pacific Electric Club desires to extend to Mr. Kinney our appreciation of his courtesy and co-operation, which not only assured those who attended an extremely pleasant time, but also greatly assisted in raising a substantial sum for the perpetuation and encouragement of the Pacific Electric Band.

Motion to adjourn was made and passed, and the meeting adjourned at 4:00 p. m.

### TOURNAMENT

One of the most successful pool tournaments ever conducted by the Pacific Electric Club has just been completed. The tournament was close-fought over its entire course and brought out an exhibition of fine and skillful pool playing. The contests were watched with great interest by crowds of spectators, and the clever playing of the contestants and the many close finishes furnished many thrills. All the players are to be complimented upon their fine exhibitions and good sportsmanship. The standing at the finish was as follows:

	Won	Lost
D. O. King.....	7	2
C. E. Mann.....	7	2
Wm. D. Burke.....	7	2
Harold Heustis .....	6	3
D. B. Fuller.....	6	3
H. E. Larson.....	5	4
L. H. Ford.....	4	5
W. M. Brooks.....	2	7
W. P. Gilbert.....	1	8
A. E. Norrborn.....	0	9

In the play-off of the tie for first place between King, Mann and Burke, King won from Mann, in a hotly contested game with a close finish, by a score of 75 to 69, and then defeated Burke by a score of 75 to 32, thereby winning the tournament. D. O. King, the winner, is in the Engineering Department Office, and was the recipient of a fine jointed cue as the tournament prize.

### JUNE "MOVIE" PROGRAM

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

**June 10—Main Feature: Wallace Reid in "The Love Special."**

All aboard for a sizzling trip through the West and the land of romance. Trip engineered by daredevil Wally, as builder of railroads, battler with Nature and wooer of lady fair.

Skirting the crags of the towering Sierras. Plunging through snow scenes the Most Majestic ever screened. Ending in a wild night ride through a blizzard, and letting you off all happy and gasping for breath.

Remember Reid in a racing auto? Now watch him "burn up the rails."

Burton Holmes Travel Picture—"Luon Lingerie."

Paramount Magazine—"Peace Pirates on Urban Arcady" and Animated Cartoon.

Illustrated Song—"Crooning."

**June 17—Main Feature: Cosmopolitan Production "The Inside of The Cup."**

"Gilded gentry of the 'Better Sort.'" Prating on standards! Defiling the Church with their heartless hypocrisy! Building their empty pride with the Blood and Toil of others. And then—that "other sort of person." The hungry girl who finds the Narrow Path too hard. The boy who tries—loses—stumbles down. The poor who riot when their "betters" steal their homes.

Two mighty human millstones, grinding out life, Drama, Radiant Romance—in the thrilling scenes of this great picture.

A Story of dark souls filled with light by the power of a boundless love.

Post Nature Picture—"Sunshine and Shadows."

Illustrated Song—"Wyoming."

June 24—Main Feature: Douglas MacLean, in "The Home Stretch."

"Honey-Blossom Wins!"—Wins! Come on! Come on!

The milling clawing crowd had gone stark mad. The great brave bay that Johnny owned—and loved—and backed with his last red copper, had leaped up—and up—ahead! Was stretching out now for the wire, when—

A startled, sudden hush! A little toddling figure on the track! Then a man—Johnny! And his winner, jerked up, fell—and lost! But Johnny won more that day than a horse-race. And you who love to laugh and meet real folks, and to feel in your heart the glow of big fine things that at times well up in a tear—see this glorious romance and go home happy.

Paramount Magazine—"Quizzing the Prophets," "Reflections of a Bachelor Girl Inside the Frozen Circle," and Animated Cartoon.

Adventure Pictures—"Our Playground in the Pacific."

Illustrated Song—"Little Crumbs of Happiness."

July 1—Main Feature: Thomas Meighan in "The City of Silent Men."

Blighting the joy of his wedding day—the shadow of prison walls. And the arms of love had a yield to the law. For a crime which another man was guilty!

What was the past that the bride did not know? What was the future that these two souls fought through together?

Mack Sennet Comedy—"His Youthful Fancy."

Illustrated Song—"Mother-of-Pearl!"

July 8—Main Feature: Wm. S. Hart in "O'Mally of The Mounted."

A shot, a shout, and a rattle of hoofs!

And a Heart as big as the West! The smashing tale of red coated horseman who rode for the law on Canada's wild frontier.

Rode on a lone hunt into the States—and faced a felon's death—and got his man!

Then gripped his prisoner's hand, and stealing away in the night, returned to his Chief—Alone! Why?

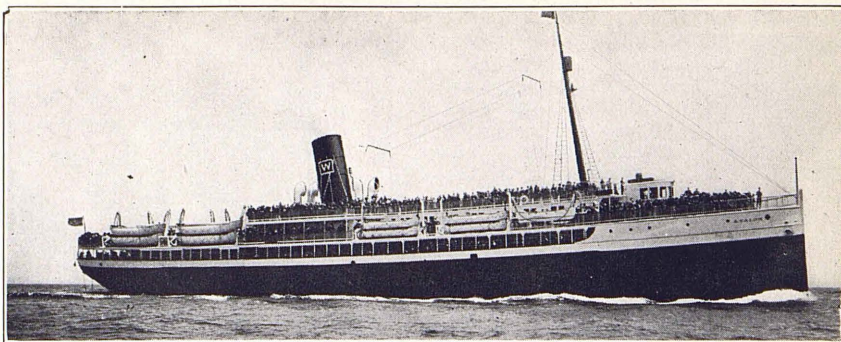
A story that races across the screen like a thousand galloping troopers. Quickens your blood like a blast from the North. Leaves you thrilled at the courage and love that can live in human heart.

See how the Royal Mounted works! See a Real Western Rodeo!

Burton Holmes Travel Picture—"Alsatian Days."

Paramount Magazine—"Curiosity" by Tom McNamara, A Weighty Problem, and Cartoon.

Illustrated Song—"Tomorrow-Land."



#### A FALSE STATEMENT

Notwithstanding it has been authoritatively denied, the statement has been made a number of times that the Steamer Avalon, the new vessel of the Wilmington Transportation Co., plying between San Pedro and Catalina, was the ill-fated "Eastland" rebuilt.

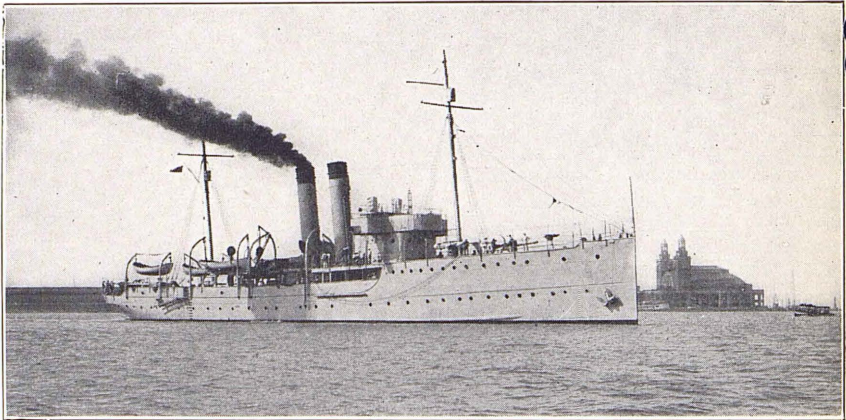
The facts are that the Avalon was never the Eastland, and the Eastland has never been on the Pacific Coast.

Herewith are pictures of both vessels just as they are today, the Ava-

lon in Catalina Island service; and the Eastland, converted into a gun boat, now used as a training ship for Naval Reserve, making Chicago her home port on Lake Michigan, and commanded by Capt. E. A. Evers.

The pictures themselves tell the story of the difference in the vessels.

Our employes are requested, when opportunity offers, to correct this false impression and statement that has been circulated.



THE "EASTLAND"

#### PACIFIC ELECTRIC ROD AND GUN CLUB

Minutes of meeting held Wednesday, May 11th.

Meeting called to order at 8:10 P. M., 49 members being present, including the following officers: L. R. Spafford, J. M. Geopfert, K. L. Oefinger, L. F. Volkhart, F. G. Volkhart and B. F. Manley.

Thirty-six new names were presented and accepted for membership, and the Secretary reported a total membership of 296.

On account of the membership drive of 300 being reached so early in the year, motion was made and carried that we boost the mark to 400.

Motion was made and carried that the Secretary answer the letter from the Woman's Maintenance Council of the Salvation Army, with a check of \$10.00. This was followed by another motion that the hat be passed among the members for donations to be sent along with the check of \$10.00. The collection amounted to \$27.50, making a total of \$37.50 to be sent.

Motion was made and carried that we drop the matter of buttons for the Club.

Mr. J. W. May presented to the Club the following prizes donated by the Pasadena Hardware Co.: Three Welcheron transparent minnows, 9 surf casting leaders and steel trout rod.

Motion made and carried that the Secretary write a letter of thanks to Mr. J. Welch for the donation of the rod and leaders and to Mr. S. D. Welch for the transparent minnows.

Motion made and carried that we present to Mr. J. W. May and his son, a check for \$5.00 for preparing the fish chowder that we were to have after the meeting.

Motion made and carried that we hold an indoor rifle shoot at the Indoor range in the Tufts-Lyons store at 7th and Olive streets, after our meeting in June.

Motion made and carried that a fishing trip be held at Playa Del Ray, Sunday, May 15th at 1:45 P. M. Mr. Spafford appointed a committee to secure the sand crabs for the bait.

Motion made and carried that the following prizes be offered on the fishing trip to be held May 15th: for the largest fish, 3 surf casting leaders, for the largest number of fish, 3 surf casting leaders, and for the largest variety of fish, 3 surf casting leaders.

Motion made and carried that we hold the monthly Blue Book shoot at the Los Angeles Gun Club Traps, Sunday, June 5th.

Meeting adjourned at 9:15 P. M. and 2 reels of outing pictures were shown and a fish chowder prepared by Mr. J. W. May and his son Chauncey, was served.

L. F. VOLKHART,  
Secretary.

Mr. Arthur Hader, Motorman, Southern Division, presented the Pacific Electric Club with a dozen very fine Victrola records, which the Club is very grateful for, and they were placed in the cabinet that they may give pleasure to all the employes who enjoy the Club Victrola. Following is a list of the records:

- Under the Japanese Moon,
- The Kissing Cup,
- Hesitation Waltz,
- Medley of Old Songs,
- Chin-Chin Medley,
- Honey-Bunch,
- Hawaiian Medley,
- Maid of My Heart,
- Song Without Words,
- Love's Old Sweet Song,
- Swanee,
- Mystery,
- Rackety-Goo,
- I Gave My Heart and Hand to Someone in Dixieland.
- The Herd Girl's Dream.
- Happy Days,
- Jesus Christ Is Risen To-day,
- Blest Be The Tie That Binds,
- Christ Arose,
- Beautiful Isle of Somewhere,
- Hark, the Herald Angels Sing
- Silent Night, Hallowed Night,
- When the Sun Goes Down In Dixie,
- I've Got the Sweetest Girl in Maryland.

The Club also wishes to thank Mr. L. M. Hale, of the Local Freight Office and Mr. Cornell Richardson, of the Stationery Dept., for their donation of a record each.

The Club is planning for a Big Thursday, July 28th, for all employes located east of Pomona. Other employes who desire to attend the High Jinks may do so by securing their transportation in the regular way, and are cordially invited, but it will not be practicable for employes living in Los Angeles or nearby to make this trip, on account of the late hour in returning to Los Angeles on this day. The Urbita Springs Park and its concessions are to be turned over to the P. E. employes and their families for the entire day and evening of the High Jinks. The entire program covering the events will be published in the next Magazine.

The Marion Famous Players that produced the playlet "A Mistake in

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

Passenger Revenues .....	\$ 978,226.57	
Freight and Switching Revenue.....	341,184.09	
Other Revenue .....	56,788.78	
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Total Railway Operating Income.....	\$ 1,376,199.44	
Total Railway Operating Expenses:		
Wages .....	\$ 702,232.68	
Other Charges .....	387,584.52	
Transportation for Investment—Credit.....	1,657.00	1,088,160.20
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Revenue, Less Operating Expenses.....	\$ 288,039.24	
Depreciation .....	\$ 22,889.72	
Taxes Assignable to Railway Operations.....	60,849.02	
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Total Depreciation and Taxes.....		83,738.74
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Revenue, Less Operating Expenses, Depreciation and Taxes.....	\$ 204,300.50	
Non-Operating Revenue .....	6,063.35	
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Net Revenue .....	\$ 210,363.85	
Interest on Bonds and Other Debt.....	\$ 320,788.25	
Rents and Miscellaneous Income Deductions.....	46,042.44	
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Total Deductions .....		366,830.69
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Loss for month .....	\$ 156,466.84	

H. A. CULLODEN, Auditor.

Los Angeles, California, April 30, 1921.

Flats" at the P. E. Club on the evening of May 6th, are to be complimented for the fine interpretation and acting of their entire company in the producing of their comedy play. All of those who were fortunate enough to be present that night have since been singing the praises of this capable company, and in the future the Management will co-operate with the Ward Players in producing another of their famous playlets, "Stop Thief."

The P. E. Camp opened June 1st with most delightful weather at the Camp. Supt. Chas. C. Worley and wife, and Camp Cook Joseph Vanino and Stage Driver left Los Angeles for the Camp on June 1st. The Club has received over 200 reservations for the vacation season to date, and most of these reservations are for the early part of the season. Those anticipating a vacation at the Camp should not delay in making their reservations as early as possible at the Club.

Important Notice to Those Who Dance. Be sure to attend all the dances at the Club this Month, for during the months of July and August there will be no dancing, and you will have plenty of time to rest from July 1st to September 1st. The first dance of the Winter season will be held on Thursday evening, September 1st.

"I'm bothered fierce with rats," said Mrs. Casey, owner of the boarding house.

"Did ye buy any of thim rat biscuit for them?" suggested Mrs. Kelly.

"Now, Mrs. Kelly, what kind of a house do you think I'm running? Sure, if the beasts can't eat what the rest of us do, they kin go hungry."—Yates Quality.

**THE VELVET HAMMER**

By A. B. B.  
In San Pedro Pilot  
**POINT FERMIN CONDUCTOR**

Six cents is a modest sum, six cents and nothing more. Some persons would disdain to stoop and lift it from the floor. It will not tip a waiter and it will not buy a drink, nor does the butcher take it for a bow-wow sausage link; it cannot flag a sandwich and it does not cut a pie; its practicality as coin is mostly in your eye.

But still the street car companies regard it with respect and put their man upon the car your six cents to collect. He optimistically sings "There's lots of room behind," and sends you merrily back your vacant seat to find. He packs a dollar's worth of dames, of children and of gents, in space they'd fill, without his skill, by only thirty cents.

He dickers with a human race eight weary hours per day. He knows the foolish things they do and silly things they say, and yet he seems to tolerate the thing we label life, and quits the platform with a smile to carry to his wife. Do not assist in whitening his fine and glossy hair, but kindly ask for transfers at the time you pay your fare.

"I've been reading an article on electricity, William," said his wife as she laid down the technical magazine, "and it appears that before long we shall get pretty near everything we want by just touching a button."

"It will not pay here!" said friend husband. "You will never be able to get anything that way."

"Why not, William?"

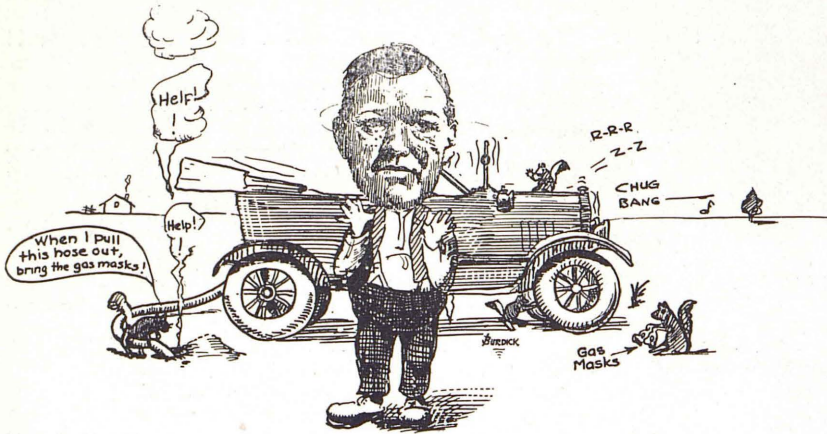
"Because nothing would ever make you touch a button. Look at my shirt?"

"There are a thousand lilacs in full bloom in my front yard."

Gee! Wish I could 'lilac' that!"

# ENGINEERING NOTES

By A. J. GUERCIO



"SMOKE 'EM OUT WITH THE LIZZIE," SEZ BILL

Mr. Frank B. Patterson has been acting as general foreman of the Signal department during the absence of Mr. Thomas.

We are glad to see Eli Royer of Section No. 5 on the job again after a brief period of illness.

Miss Viva Mae Carr, our busy little camp nurse, is on duty again after a slight throat operation. Safety First is the watch word on our nursing staff.

The Wig-Wags are wagging more regular now that Earl C. Schenck has returned to attend to their many needs. Earl was on the sick list for several months.

The Carnegie Solar Observatory on Mt. Wilson announces that visitors are permitted on Friday evenings provided that permits are secured at the Pasadena laboratory. This should be of interest to our amateur astronomers.

The many friends of L. W. Thomas, general foreman of the Signal Department, regret to hear of his resignation, but on the other hand wish him the greatest degree of success in his new business venture with the Coalinga Syndicate.

Our plate glass desk tops cover many little bits of info. Recent inspection disclosed the following:

"Little bits of powder  
Little dashes of paint  
Make a nice young lady  
Look like what she ain't."

The hearty good wishes of the department are extended to Miss Barnett of the California State Railroad Commission, who has recently decided on wedded bliss. Miss Barnett's charming personality has won her numerous friends in this department.

Y-B Panatelas being passed out around the office on Monday morning, May 23, helped to announce the arrival of another little native son. Pa Spencer, one of our Estimators, states that the promising young engineer almost violated Pomona's Blue Law; but fortunately he delayed his arrival until early Monday morning.

Glancing over the list of graduates from the Electric College of Chiropractors, we notice the name of W. Z. Shaw. This accounts for the chesty swagger of our little accountant of late. Congratulations Doc and just as soon as your shingle appears on the door we will drop in for a little friendly advice and a prescription.

For the benefit of the many home gardeners and suburbanites we have a new rodent exterminator: Back the flivver or automobile to the open hole of Mr. Gopher, insert a hose from the exhaust pipe to the hole and seal same; set the engine in motion. If this doesn't kill the pest, run him through the Third street tunnel.

Oil having been discovered in the remote and unexpected regions of Signal Hill, Long Beach seems to be the cause of great joy on the part of our genial cartoonist E. K. Burdick who recently flivvered to Santa Ana and claimed the hand of Miss Esther Holbrook of that city. Judging from the many useful presents given to the young couple they will begin housekeeping on the improved electrical plan.

Baseball seems to permeate the atmosphere at this time of year and a team is being organized for a game on Pioneer's Day. The following is a tentative line up: Osterhaus, manager; Flathers, pitcher; Elliott, first sacker; Wood, second sacker; Doc Shaw, third sacker; Bennett, catcher (with mask); Cheever, short stop;

Brett, left field; Medland, center field; King, coach; Guercio, publicity manager.

The sea serpent and the fish story have gone into oblivion since the grunyon has made his appearance on moonlight nights on the beach south of Seal Beach. This little fish appears on every seventh wave doing a tail shuffle on the beach. To capture this fish no bait or tackle are required except a scoop shovel, a gunny sack and bottle of fish bite for emergency treatment. Mr. Florence and Mr. Hamilton are hoping that the next full moon will not be concealed by rain clouds.

## NATIONAL GUARD NEWS

The 2nd Separate Battalion Infantry National Guards of California, of which the Pacific Electric Railway Company is a unit, participated in the Memorial Day exercises at Rose-dale Cemetery and then in the afternoon led the parade of the different organizations down Broadway. Military men who watched the parade stated that Co. "B", which was the Pacific Electric Company made as good, if not better, showing than the other Companies; men marching with rifles carried straight, and eyes front, their line being much better than those of the other Companies. Men we are proud of you.

## ALL ABOARD FOR YOSEMITE

The annual encampment of the National Guard will be held at Yosemite, July 10th to 25th, and we all intend to go.

It seldom occurs that a man can take his vacation at one of the greatest summer resorts in the United States, get his transportation, clothes, meals and then get paid by Uncle Sam for going.

Can you beat it? We do not believe you can.

A few more men are needed to fill out the company and should you care to make this trip, see Captain Belt or Lieutenant Nichols at Room 204 Pacific Electric Building.

"Jinks," said the manager of the bank, "there'll be a vacancy at the head office shortly, and I'm thinking of nominating your twin brother for the job." "My twin brother!" exclaimed Jinks. "But—" "I mean the one I saw watching a ball game yesterday while you were at your aunt's funeral," said the manager. "Oh—er—yes," said Jinks. "I—re remember! I—I'll go and hunt him!" "Good!" said the manager. "And don't come back till you've found him."

A Scotchman was relating his experience in a poker game with a Yankee. "Mon," he said, "I never saw such luck in all my life. That fellow would draw four cairds and have a straight flush. It took me twa hours tae win sax dollars from him."

# TROLLEYGRAMS

## SOUTHERN TROLLEYGRAMS By F. J. Oriva

The boys were very sorry to hear that Assistant Trainmaster Vignes has been transferred to Watts.

Trainmaster C. Bowers was transferred to Los Angeles street yards.

Conductor G. R. Goodrich has resigned to go in the restaurant business. He is at Pacific Docks, San Pedro.

Our well known Depot Master, C. E. Walley, is spending his vacation looking up some of his oil land at Demming, N. M.

The following trainmen are in the Examiner contest for a trip to go East to see the Dempsey-Carpentier fight: F. B. Howe, R. Melendez, R. Gallop, J. H. Morrell, H. Bennett, M. F. Graham, J. Mulligan. Save the coupons for any one of these men. We thank you.

Motorman Roy Melendez holds the record for coasting. He has a record of 65 per cent. Keep up the good work.

Conductor C. Bowman was off about ten days on account of having trouble with his tonsils. He is now back to work.

Boys, we came near loosing the top of the coasting list, but the other Divisions tried their best, but could not take the Southern Division from the lead. Don't let them do it!

We are glad to see Conductor H. C. Christensen working a Watts run. He says it is just like home to him.

Motorman A. W. Surratt bid in a Watts run. He said he was bumped ten times in a month so he decided to work Watts where he knows no one will bother him.

## NORTHERN TROLLEYGRAMS By P. H. Riordan

"Shorty" Bowers says it is a good plan to "beat it" before you get beat, especially when you lift a bogus pass. Never mind, Shorty, you got the War Stamp.

We understand that Conductor Ed. Kohler mixed his business trip to New York with a honeymoon. Ed. and Miss Bacon, formerly Receiving Cashier at Pasadena, were married last week.

Motorman George Lankin at Echo Mountain is pulling the Incline at Echo, while the regular operator, Mr. Fellows, is on other duties.

Motorman Ben Manness will take Lankin's place on the Incline. From

**THE BIRNEY SAFETY**  
There are lots of wise blokes,  
always writing bum jokes  
And poems, they hand to the  
press  
They don't write for money—but  
just to be funny  
They are like a crutch (more  
or less).

Now the stuff they put out, is  
amusing no doubt  
For we all like a joke now and  
then  
But somehow it jars, when the  
poor one-man cars  
Are the butt of these humor-  
ous (?) men.

These humorists wise, never can  
recognize  
Real progress whenever they  
meet it  
So the critical gents, with their  
limited sense  
Get out the old hammer to  
to greet it.

Now, this same little car, is the  
best thing by far  
That the poor man has seen in  
his day  
And all over the earth, they are  
proving their worth  
As they go, a-ding-donging  
their way.

Wherever you go, see them dart  
to and fro  
Forever fulfilling their mission  
They put life in the place, that  
has dropped from the race  
For they typify pep and am-  
bition.

In the old days you'd wait, if you  
chanced to be late  
And endeavor your anger to  
smother;  
But now, you just smile, wait a  
very short while  
And presto, along comes an-  
other.

Let the rich man lay back, in his  
upholstered hack  
For he's under an awful ex-  
pense,  
While the little red Birney, takes  
you on your journey  
And costs you exactly six cents.

Every knock that they get, is a  
boost you can bet:  
If you doubt it, go ask Henry  
Ford,  
For his critics confess, that they  
made one bum guess  
When they see how his Lizzie  
has scored.

So, in spite of the knocks, and  
disparaging talks  
This Birney with P. E. stamped  
on it  
Will be plugging right on, when  
the knockers are gone—  
There's a tip you can paste in  
your bonnet.

Motorman No. 251.  
(M. M. Donahue)  
Pasadena, May 6, 1921.

the latest reports from Mt. Lowe, Ben is looking kind of thin. Ben is batching at Echo Mountain, and says that the one who puts up this Flap Jack mixture must have made a mistake as Ben mixes it according to directions but the finished product is not fit to eat. In fact, Dispatcher McNeil uses some of them as paper weights.

Motorman Claudin Laytham is taking a vacation in the East.

Motorman C. F. Kellogg has bid in No. 28 Oak Knoll. Motorman Kellogg has been on a one-man car, and now when passengers get on the front end Kellogg tries to collect their fare.

Motorman Dominic has left Pasadena and is now working a Watts run.

Motorman Bush, night witchman at Paadena, has bought a four-passenger motor car, Rockerfellow equipment, hand and foot feed, and no relay needed except when fixing blowouts. Subject to same speed restrictions as P. E. cars on Pasadena streets.

There is nothing like experience to teach one. Operator Ream had an idea that a Birney car was stronger than truck load of lumber.

Conductor R. E. Riordan, working out of Macy Street, is back on his run after a vacation spent back in Iowa.

There is nothing like a cup of coffee to heal rheumatism. Ask Bill Judge and Dorman.

## MACY TROLLEYGRAMS

During the evening of May 30, Motorman J. T. Wilkinson raised quite a bit of excitement at the Macy Street Club Rooms. He first attracted considerable attention by walking around in circles, maintaining a stoic facial expression, except for his piercing eyes, which seemed to be on the point of bursting. As he is not generally subject to fits, no one could figure it out, until it was whispered that he was the father of a new seven pound baby boy.

Conductor E. H. Thaman after a short sojourn at Glendora, moves to San Bernardino to take the line car.

J. C. Alexander bumps J. M. Land's on No. 132. J. M. Land's bumps W. Carpenter on No. 133. W. Carpenter bumps J. A. Morgan on No. 130. J. A. Morgan bumps Clyde Moore on No. 44. C. Moore takes the list.

No, you're mistaken. That's the same old pipe that Verrill was smoking away back in 1917.

Condr. L. H. Wilson and Mrs. Wilson have been on the sick list for the past few weeks. Wilson is back to work and the Mrs. is getting along nicely.

Mtr. W. D. (Wild Bill) Scott is experiencing a new sensation. He is working on the head end of a new P. E. incubator.

Con J. E. West went on vacation May 25, at least that is what he told us he was going to do. But we hear that he met with Miss—Fortune; ie—He has two to take care of instead of one. Congratulations.

## WESTERN TROLLEYGRAMS

By E. C. Brown

A large attendance is expected at our June get-together meeting, where subjects of importance to trainmen will be discussed.

Conductors J. A. Parcell and A. J. Gallagher are receiving congratulations on the arrival of a son at Parcell's home and a daughter at Gallagher's. Mothers and babes doing fine.

Conductor Keith is off twelve days, showing his folks, who have just arrived from the East, beautiful Southern California.

Motorman N. Morgan is spending his vacation at Catalina.

Supervisor O. L. McKee, Western Division, wishes to get in touch with some P. E. men who would like to attend the Citizen's Military Training Camp, to be held in July, 1921, for thirty days at the Presidio, San Francisco, Cal. The camp includes three courses known as the Red, White and Blue. Red, men without experience; White, candidates for non-commissioned officers; Blue, non-commissioned and commissioned officers, R. C. The government pays all expenses and the men who take advantage of this offer are not under obligations for future military service. Those who are interested, write Supervisor O. L. McKee, care Western Division, Pacific Electric Railway.

It is with regret we learn of the illness of Mrs. Miles, wife of Mr. George B. Miles, Chief Training Instructor. We hope for her speedy recovery.

Motorman A. Greutz, of Van Nuys, has completed making a magnificent floor lamp, and will put it on display at the P. E. Club rooms shortly.

It is a sure thing now that the Western Division of the Pacific Electric Railway will have representatives at the Big Fight at New York on July 2. Now, boys, when you get back East, don't call our cars Jiggers.

Motorman Wm. Schmidt, of Sherman, a friend of the well known wrestler, Bull Montana, and himself a wrestler, has promised to show us a few holds at the P. E. Club as soon as he can find an opponent.

Motorman C. Ray is now running the Weed-Burner. Ataboy, Charlie, burn 'em up.

Motorman Delmar spent a few days at Tia Juana—no, I mean San Diego. Anyhow, he says he sure was glad he had his return ticket to Los Angeles as it is hard to pick the fast ones. What does he mean?

The trainmen certainly appreciate the unfailing courtesy, business-like manner and cheerfulness extended to them by Miss Nida Knight, of the Cashier's Office, Hill Street Station.



Oh! Sweet potato!—and all I did was to carry her by one block.

## AGENTS' ASSOCIATION

The regular monthly meeting of the Agents' Association was held at the Pacific Electric Club, May, 14, 1921, Chairman Mee calling to order at 8 p.m.

Roll call was followed by reading and approval of minutes of previous meeting.

Preceding the regular order of business, the Chairman introduced Mr. Keenan, of the American Legion, who addressed the Association on the activities of aliens in disseminating anarchistic and Bolshevik propaganda throughout the United States, in an endeavor to undermine this Government.

Mr. Keenan's remarks were supported by a strong array of statistics showing the extensive campaign being carried on and the large sums expended.

He called attention to the importance of every citizen taking an active part in combatting the spread of this revolutionary doctrine, that this country might be made secure against internal strife and unrest.

Mr. Day directed attention to a good increase in freight business during April, compared with a year ago.

He referred to the recent death of George H. Payne, traveling freight agent and announced the appointment of W. B. Perego to fill the vacancy.

Mr. Day then called attention to packing house business in competitive territory and urged the members to greater activity in securing additional business for Southern Pacific routing.

Mr. Maison again referred to carelessness of some agents in failing to notify him when refrigerators are loaded from storage; instructions are very plain that when this class of equipment is used from a point where it has been set out for storage, prompt report must be made so that it may be replaced.

Mr. Perego asked that in every case way bills should be checked back against bills of lading to guard against discrepancies. This procedure would help to guard against errors in billing.

Mr. Bilhardt for the Passenger Department, stated passenger traffic

was showing a good increase over last year.

The Association adopted a resolution of condolence on the death of George H. Payne, and instructed the Secretary to transmit a copy to Mrs. Payne.

There being no further business before the Association, adjourned at 9 p.m.

H. L. LEGRAND,  
Secretary.

## ACCOUNTING DEPARTMENT

By F. H. Gilbert

Mrs. Adela Symington is enjoying a month's vacation in the East. She expects to visit Toronto, Montreal, Quebec and New Orleans before her return to work about June 15.

Mrs. Maude Edminston, of the Stenographic Bureau, is spending her vacation with friends in Salt Lake City.

Miss Ann Strom's smiling face is with us again after her vacation spent in Arizona and Texas, amongst relatives and friends.

Don Goldsworthy tried to crank his auto without adjusting the gears and it got real cranky and started off on a trip all by itself, chasing Don out of the street and winding up on the rear of a truck. Don is cogitating as to whether to scrap what is left or pay the penalty for his carelessness and rebuild.

## GEORGE SAID TO PAT

The real origin of the greatest fake hero story ever told has come to light in a scrap book owned by an old resident of Washington. The recent passing of Washington's Birthday prompted it.

A group of Revolutionary heroes were standing before an old bar in Washington, and from the lips of each there fell wondrous stories of what he had done in the shock of battle or the frenzy of the charge. Finally one old fellow with long, white whiskers remarked:

"I was personally acquainted with George Washington. I was lying behind the breastworks one day, pumping lead into the Britishers, when I heard the patter of a horse's hoofs behind me. Then came a voice:

"Hi, there, you with, the deadly aim! Look here a moment."

"I looked around and saluted, recognizing Gen. Washington, and he said:

"What's your name?"

"Hogan," I said.

"Your first name?"

"Pat, sir—Pat Hogan."

"Well, Pat," he said, "go home. You're killing too many men."

"I think I'd better get a few more, General," I said, kind of apologetic.

"No," he said, "you've killed too many. It's slaughter. And, Pat, don't call me General; call me George."—Yates Quality.



# MECHANICAL DEP'T GLEANINGS

By W. M. BROOKS

William Street, janitor of the Winding Room, has been home the past week with a broken leg, but is getting along nicely and will be back on the job again in about three weeks.

Frank Peters is on his annual vacation, enjoying an extended trip to his old home in Ohio.

Howard Chambers is back from Chicago. He hopes for better weather in California in the near future.

Harry Phillips starts Sunday for Omaha, on annual vacation.

A. J. Fanslor, who fell from a car recently is recuperating nicely.

George Weatherby of Morgan Avenue, Long Beach, recently passed the cigars, the event being a fine baby girl.

The sympathy of the Mechanical Department is sincerely extended to Mr. Joe Trujillo of San Pedro on the death of his sister. The love existing between these two was an example to all who beheld it. Mr. Trujillo desires to thank those who sent floral offerings and for the sympathy and help given.

Mr. G. A. Herbst, foreman at San Pedro, continues on the sick list, but hopes for his early appearance on the job are expressed.

Mrs. Clara Seccombe is expected to return soon from an extended visit to her brother at McKeesport, Pa. During her absence, Mrs. Ada Arthur has been acting forelady.

Mr. Wm. Schultz of Long Beach has been forced to lay off on account of illness in his family.

Mechanical Department employees at San Pedro and Southern Division points are boosting for two trainmen to go east as "guests of the Examiner" at the big prize fight. Get together, boys, and make it stick. Mr. Frank Howe, motorman Southern Division, is a strong candidate in this contest. Mr. Howe, for reasons too numerous to mention, is a popular choice for this trip.

Co-operation is a fine thing and can accomplish the seeming impossible. Its lubricating qualities have no limit. For a storekeeper at a terminal point to have everything on hand for emergency repairs to equipment and keep the cars moving is a mighty hard task. However the storekeeper at San Pedro is certainly on the job. More power to him.

J. H. "Short" Young is always happy when he has a few extra 3-ways on the rack. But otherwise, boy, he is sure on the warpath. We know they all keep off the trail when headlights are scarce and it is provocative, when a headlight is put on a car one day and is missing the next, or another one on in its place needing repairs. If the party who makes the change will report to Shorty at 8 A. M. there would be no need to go to New York to see a prize fight. Just gather round right there and watch the smoke.

Mr. Al Winkler has been suffering from blood poisoning in the right hand, contracted from a slight scratch. Blood poisoning is a very painful thing. Better play safe, boys, and use a little iodine on a cut or scratch, no matter how small.

Levon Garnik, of the Machine Shop, has been presented with a baby boy. Congratulations, Levon.

Mr. Frank Taylor, Assistant Chief Draftsman, has returned from his annual vacation, spent in San Francisco.

Felix Colas starts tomorrow for Elizabeth Lake for two weeks.

Mr. J. E. Dickson, General Foreman of the Freight Car Repairers, has recently visited the barber. He now has full A. R. A. clearance between the upper lip and nose.

Mrs. Simms of the Winding Room has returned from her vacation.

Mrs. Bone leaves Monday for her vacation.

Mrs. Shulkey, Mrs. Cole and Mrs. Smith enjoyed a little theater party the other night at the Morosco.

Bud Seymour leaves today for a couple days' fishing at Catalina.

## MECHANICAL DEPARTMENT MEETING

Meeting called to order May 3 by chairman at 8:10 p.m., and minutes of previous meeting read and approved.

Mr. Worley on behalf of the Pacific Electric Club called attention to the Marion Ward Players to perform at the Club Friday, May 6.

Secretary reported no definite action as yet in matter of buying material by employes from Store Department.

Mr. Green called attention to difficulty in getting correct definite address of employes. Citing several in-

stances and in case of accident the real necessity for getting in prompt touch with employe's home.

Mr. Green thought medical cabinets should at all times have a full and complete stock of first aid supplies.

Mr. Bonny mentioned the fact that iodine as supplied by Medical Department was so highly diluted with water as to have practically no value as an antiseptic.

Matter of vacation taken up. Motion made, seconded and carried that vacation remain as at present.

Mr. Lohman asked if Legal Department was allowed to assist employes on other than Company's business. Mr. Worley stated that Mr. Karr, Chief Counsel, had offered to do anything possible to help employes in any legal matter. And same offer from Claim Department in case of accident.

There being no further business meeting adjourned.

There will be no further Mechanical Department meetings until in the fall.

A leopard once met a lion down by a water hole in the jungle, and said:

"Why do you go about the jungle roaring the way you do?"

The lion said: I believe in advertising. If it had not been for my advertising, I would never have been made king of the beasts. It pays to advertise, and I never fail to grasp an opportunity to do it."

It so happened that rabbit who was crouching down in some weeds heard this conversation, and appreciated the logic of the thing.

Next day, as he was nibbling at a big tree, he filled his lungs, threw back his head, and let out what was supposed to be a roar; it resulted in a high pitched squeak. A fox happened to be on the other side of the tree, and hearing the squeak went around to investigate. Of course he ate the rabbit.

Now, the moral of this parable is, it is folly to advertise—if you don't have the goods.—Yates Quality.

Go out to the cemetery, and you will find hundreds of people who intended to do better next year.

It is a poor sort of a man who, recalling the days he used to struggle to get into a shirt which opened in the back will not admit that the world has grown better.

Ever notice how quick a fellow who really knows something can stop a discussion.

"What is your name?" a Kentuckian asked a small Negro boy.

"Well, boss," answered the chap, "everywhere Ah goes dey gib me a new name, but mah maiden name was Mose."

# STORE DEPARTMENT NOTES

By L. C. BOLEN

The new supply car No. 1415, was recently put in service by the Store Department. This is proving a very material help at Sherman, San Pedro, Long Beach and Morgan Ave., as it is equipped with 3,500 pound capacity air hoists, thereby permitting the return of mounted car wheels, armatures and other heavy material which the supply car No. 1437 was not equipped to handle.

Mr. Bolen has purchased another 1912 model Flanders. Between the two cars, he now has almost a complete machine. Probably by the time he buys a new top, a couple of wheels and a few odds and ends he will be able to take her out for a spin.

Dick Sutton and wife have just returned from the East, having gone to Denver, Colo., for a two-weeks vacation, where we know they enjoyed themselves. We are glad you have returned, Dick, as we missed your smile around the Sherman store when you were gone.

It has been noted that every time the telephone rings, Mr. MacCall expects to hear that they have struck oil. Not yet, but soon, maybe.

The Store department is going higher and higher. Ask Miss Gladys Winters. She spent Memorial Day hydroplaning around Catalina Island. Not so bad.

Everybody in the Store Department sincerely hopes Leslie Grant, Chas Bollinger and Fred Campbell will be able to romp on their new saxophones some time in the near future. They never have time to eat.

On Saturday the 21st, two of our most reknowned section storekeepers, Francis Clark and Duard Porter, went on a lengthy fishing trip to Big Bear Valley. The trip was great, but the fish refused to be coaxed with music and soft words. The most of the time was spent in shooting ducks and other large game by the fireside. The trip was great, but the next time they go on a fishing trip they will please bring back some fish, and also go when they won't get snowed in.

A new species of shark has been discovered at San Pedro, one that swims backward. The reason given for this is that it keeps the water out of its eyes. One of these sharks was caught recently by Mr. Ed Reiber, employee of Store Department at San Pedro. To catch this deep sea-going animal, Mr. Reiber had to sit backward in his boat so the fish would think he was rowing away from him.

The man who tells how much salary he is getting is usually getting too much.

## LONG BEACH

Conductor McDonald is on his vacation around Seattle.

Our Pedro Line has developed into a "real" railroad now, being double-track.

Passengers on Main Line received a real treat recently. Conductor Wilkerson blossomed forth in new gloves, and a "petrified bouquet."

Conductor Sievers on his time off sports a new straw hat. Very becoming.

Conductor R. E. Church is "reducing" on his 3rd street run.

Motorman Ed Witman is putting the finishes to his honey-moon on a "jigger-run."

Worth a trip any old time with Conductor Skillington. Our Thomas before starting gets down on all fours and counts his "reds" and "yellows" and "guns." You can tell when Thomas has inspected by the arrangement of can.

Our Trainmaster, O. A. Williams has gone vacationing for a needed rest.

Conductor Wilson, by continual use of his little tin whistle, has succeeded in blowing off his "Charlie Chaplin."

The oil magnates of Long Beach have met with opposition. Conductors L. L. Wilson and Barnes have incorporated a new company known as "The Palestine Olive Oil Co." They propose drilling in Mount of Olives for oil. Wilson is business manager and Barnes is "it." Stock 30c per share and capitalized at \$160.00. Readily see P. E. Long Beach men are alive and progressive.

Judge Gray, down in Missisippi was about to adjourn court when an old Colored man of his acquaintance moseyed in, his countenance showing worriment.

"Jedge," he mumbled, "mah conscience done trouble me. Is yo' got a charge against me?"

"Why, no, uncle. I haven't any charge.

"Jedge, mah conscience suttnly am disturbin'. Yo' ain't missed a couple of yo' chickens, has yo'?"

"No, uncle, I havent, but even if there were a couple gone I wouldn't know it. I never count them."

"Don' nebber count 'em? Mah-h-h goodness! Mah conscience am appeased. Good day, suh, good day."

Don't trust the man who brags that he is boss in his house, he will lie about other things too if he gets the chance.

## THROUGH THE CAR WINDOW

Rule No. 240 is very definite and contemplates that conductors will announce stops in distinct tones so that they may be heard and understood by all passengers. This is because there are many strangers traveling on our lines all the time who are not acquainted with any of this country, and also because there are patrons on our lines constantly riding into some portion of our territory where they are not acquainted. It is not a gratuity on our part but it is our duty to see that our patrons arrive at and are not carried beyond their destinations. It is wrong to suppose that our responsibility ends as soon as we get their money. Those of our trainmen who are giving attention to this feature of our service, are making friends for themselves and for the Company every day they work and are also building a reputation with the company. One of the conductors whom we have particularly noticed as one who announces all stops in a clear and distinct tone is G. O. Peyton, Badge 2558.

Don't get the idea into your head that you are a pusher of "Safety First" just because you tacked up a few safety bulletins in your department during "No Accident Week." Slip a little action into your department and let your force know that if they don't make a habit of "Safety First" they do not belong in our Family and then you may expect to be called a real, live Safety Man.

This is a disagreeable one. We will not print the name of the employe referred to: "I have had to ride with Conductor (Blank) for the past three days and have found him to be very crabbed with his passengers. Every trip he has trouble with someone over little trifles and he does not want to accommodate anyone. When someone asks him a question, he cuts them off short and then when he gets a chance to talk he raves about what fools ride his car and ask him foolish questions." We hope this passenger will have an opportunity to ride with the majority of our men because they are not all that way.

Here is another outside view and we are sorry we cannot print the name of the conductor referred to. "Those who make a daily trip between \_\_\_\_\_ and \_\_\_\_\_ have become familiar with a certain obliging conductor who is putting himself in the way of promotion. Nothing is too much trouble for this conductor to do for his passengers. He not only calls 'all' of the streets but he is willing and glad to help those who are loaded with bundles, or those whose gray hair demands respect. This conductor is painstaking, accommodating and working for the best interests of his Company and the traveling public. He always has time to answer all questions courteously and correctly and appears glad to do so. He takes his work serious-

ly. His daily duties are of just as much importance to him as those of a banker, or a merchant, and a company will not long overlook a person whose desire to do right is so evident as this young man's. He will be advanced while others who merely look upon their work as a stepping stone to bigger occupation will still be plodding along after he has obtained something better."

Use your foot to adjust the couplers on engines and cars. Lots of fellows get along with one foot.

"It is wrong to write jokes about the French soldiers' pants," said the enthusiastic man with military sympathies. "They are red and flamboyant, but they cover as brave and tender hearts as ever beat."

There are several reasons why new (or outside) ideas are opposed by some men. One is: they are profiting directly or indirectly through old ideas. If there were none who benefited by folly and waste and clumsiness, this organization would leap forward quickly. Another is: because they are mentally lazy and unwilling to readjust their minds. A new viewpoint involves energy and concentration but the old idea requires no effort at all. Another is: that they do not understand what a new idea is and are ashamed to be caught learning. To conceal their situation they fight and thrash and dash heedlessly about, wounding themselves, endangering their immediate organization and wasting time, force and stationery in an effort to avoid instead of to utilize.

How many of you have read Western Division Notice No. 48? Mr. Small Badge 2139, is one of those who have and who knows what it means, because on a recent morning there was an old lady at 16th and Flower streets who was cut off not only from the proper place to take the car but even from the proper side of the street. This motorman saw the way the automobiles were preventing this old lady from getting to the car and he stopped on the far side of the street so she would not miss her car.

You may claim to be independent but secretly you know "there ain't no such animal." Independence is sweet but it is dearer than rents in the Wilshire district. You have got to live up to certain rules of the game which you inherited the day you were born; also a lot of other responsibilities.

Employer: "Not afraid of early hours, I suppose?"

Young Man: "You can't close up to early for me."

"Are you Doctor Smith?"

"No. But I know where we can get some."

## RESORT HAPPENINGS

By W. A. McCAMMOND

### URBITA SPRINGS NOTES

Mr. Berry Welchell—one of Mapstead's star linemen—has presented Urbita Springs Park with a pair of raccoons and a pair of o'possums. Superintendent Froude has built two cages and has these latest acquisitions to the park now comfortably housed where visitors can see them to advantage.

The dance pavilion has been taken over from the lessee, and is now being run by the Company under the supervision of Mr. Froude:

Professor Frederick McDonald has been appointed instructor of swimming at the bath house, and he is looking forward to a very busy season.

The Grand Summer Opening of the Park took place on Sunday, June 5. The program was an extraordinary one and offered lots of free attractions, including band concert, vaudeville shows, fancy and high diving and troubadours. The local Elks also held a Field and Stunt Day in the Ball Park. There was a comical circus clown who distributed free gifts to all the kiddies and they had the time of their young lives. There was a big attendance at the Park, lots of picnickers, and the store, dance pavilion and bath house had a busy time taking care of the crowds. This was one of the most successful openings that Urbita Springs Park has ever had and augurs well for the summer season.

### MOUNT LOWE NOTES

Members of the Norway Society of Los Angeles observed the anniversary of their country's independence by an outing and celebration on Mount Lowe on Tuesday, May 17. The party was under the direction of their President, Mrs. Qually, and the program consisted of addresses by well-known speakers, singing, recitations and dancing in the ball-room at Alpine Tavern. The majority of those present enjoyed the experience of their first visit to Mount Lowe, and expressed the desire that at some near future date they would re-visit the resort. Everyone was well pleased at the reception they received, and passed a vote of thanks to the management of Mount Lowe for the use of the ball-room.

Thirty-seven nurses from the Methodist Hospital of Southern California took Alpine by storm on the evening of Tuesday, May 20. The occasion was the entertaining of the graduates by the Intermediates under direction of Miss Kelsey. Dinner was served in the dining room at 6:45 p.m., and afterwards dancing and other forms of amusement were indulged in by the party up to the hour of 10 p.m., when they left on

the special for Los Angeles. Notwithstanding the inclemency of the weather (as it was pouring cats and dogs) these young ladies had a thoroughly enjoyable time at the Tavern and the writer is informed by the Conductor of the car that they sang all the way down to Echo Mountain.

Miss Turner, the popular hostess at the Tavern, has already charmed the bluebirds on Mount Lowe. They are so tame that they come and eat from her hand.

The latest attraction on Mount Lowe is Tobin's mule train. This train has its terminal at Inspiration Point and runs to Picture Rock, a distance of about a mile and a half, passing through a grove of manzanita trees; giving passengers an excellent view of Echo Mountain, Mount Lowe Observatory, Castle Canyon and the valleys below. The car then passes through a forest of live oaks and spruce, affording a very good view of Mount Markham, Deer Park, Mount Wilson, Mount Harvard and several other points of interest. This is a most unique miniature railroad and it is a trip that everyone visiting Alpine should take advantage of.

Manager Vickrey, of Mount Lowe fame, has just returned from a wonderful trip. He attended the Convention of the Greeters at New Orleans—he being resident of the Local Chapter—and after the Convention he extended his trip to Chicago. He thinks there is no place like Los Angeles, and more especially the giddy heights of Alpine, and is glad to be once more in his mountain home.

The Secretaries of Chambers of Commerce in Southern California have been invited to Alpine Tavern on June 3. Mr. Ed Sharpe has a program lined up which will give them all a good time and something to talk about when they return home.

### REDONDO BEACH NEWS

The Dance Revue and Novelty Night, staged in the dance pavilion on May 12, was something new and unique and was pronounced a great success. The program consisted of solo dancing by Loretta Neugebauer and Cecelia Cooley; violin solo and Spanish dance by Senorita Antoinette, winding up with a dance of the sea nymphs which was taken part in by six beautiful young girls under the direction of Mabel Rockwell.

This is no "fish story." There was landed at Redondo a few weeks ago a huge turtle which weighed 795 pounds. The monster was brought ashore by Ed Shortridge and his assistant, Mr. Greenbeck. He was put on exhibition at one of the concessions, in a water tank; but unfor-

unately they fed him too many potatoes and he succumbed. He is now being stuffed and will be on permanent exhibition at one of the concessions in Redondo Beach.

We regret to state that Ted Combs, popular swimming instructor at the Bath House has just accepted a similar position with the Long Beach Bath House. While we are very sorry to lose Ted, we wish him every success in his new venture. By the way, there is now a Teddy, Jr., his wife having presented him with a bouncing baby boy a few days after they left Redondo Beach. Good luck to you, Ted.

Tent City has now been opened for the summer season, and Mr. Mad-dex is taking personal charge himself. He has made quite a few additions in the equipment and he says that everything will be in better shape than ever before for taking care of summer visitors.

Mabel Rockwell, teacher of dancing in the dance pavilion, has introduced two new dances—the Seaside Trot and the Harding Glide—and both are becoming very popular with the local dancing fans.

Redondo Beach Chamber of Commerce put on a Ford Revue and Parade on Sunday, May 29. The cars were classified and prizes were offered for the most artistically decorated sedan, the niftiest roadster, the oldest Ford in best condition and the most fantastically fussed up Ford. Some of the entries were very prettily decorated with the natural foliage and flowers, and one old Ford in particular was all fixed up so that every step of the way it was jumping up and down, doing the "Shimmie." It was occupied by four boys, comically dressed, one impersonating a girl; and it was a comical sight as they bumped along. Needless to say this car secured a prize.

Decoration Day exercises were carried out under the auspices of G.A.R., W.R.C., and the American Legion Boys, assisted by the Local Elks. The U. S. Battleship Arkansas visited Redondo Beach on that day and landed a big company of sailors, which, headed by their own band, led the parade, which was formed opposite the Elks Club House. These were followed by the school children of Redondo Beach—well supplied with flowers—then came the Elks Band, G.A.R., and the Legion Boys. The parade wended its way through the principal streets of the city down to the Municipal Pier, where the school children strewed flowers on the ocean in memory of our fallen heroes. Afterwards they all assembled at the Music Plaza, where Judge Miller acted as Chairman of the day, and introduced the various speakers and soloists. There was an enormous crowd at the Music Plaza, and the whole celebration from the beginning of the parade down to the ending of the exercises, was the best

## DON'T! MR. CONDUCTOR!

**DON'T** overlook the fact that date stamped on back of commutation book cover, is the selling date, and that date punched or stamped on front cover, also in each coupon, is the date such tickets expire.

**DON'T** fail to familiarize yourselves with instructions contained in Section 2, Page 3, Bulletin P. D. No. 459-E, relative to Acceptance of Commutation tickets.

**DON'T** forget that Identification Checks are used for the purpose of preventing passengers from riding beyond the limits to which fare or ticket collected from such passenger applies. It is therefore, necessary to check all passengers riding beyond local fare limits, in order to obtain an absolute check.

**DON'T** misunderstand reason why instructions have been issued that those riding on passes must be issued Identification Checks, same as other passengers. It is sometimes embarrassing to conductor as well as to party presenting pass when Identification Checks are being taken up, and an explanation is necessary, as to why such passenger did not receive hat check. By checking all passengers riding to or from inter-urban points, there is no chance for an argument.

**DON'T** Try to get a passenger anywhere beyond the defined Six Cent Fare of Los Angeles, with a local Transfer, Form L. A. E-1.

**DON'T** forget that Local Transfer, Form L. A. T-1, must not be issued to passengers boarding cars outside the defined six cent fare limits of Los Angeles, and that all streets and stops south of Slauson Junction are outside such defined six cent fare limits.

**DON'T** allow passengers to board north bound Watts-South Pasadena cars on Main Street, desiring to go to Pasadena, to ride to Aliso and San Pedro Street without collecting fare, telling such passengers that they can catch Pasadena car at that point. Through fare or ticket must be collected in such cases, issuing exchange check to Pasadena car, at Mission and Fair Oaks.

**DON'T** fail to study carefully Section 4, Page 4, Bulletin P. D. No. 459-E, which explains proper handling of cash coupons. You can't go wrong if you read all of this section.

**DON'T** issue exchange transfer Form T. S.-1, to or from points on Whittier-La Habra Line. Whittier-La Habra line passengers are entitled to transfer at Slauson Junction either to or from points on Watts line between Slauson Junction and 6th & Main St., but Whittier Line triplex, Form S. D. T.-2, must be used.

**DON'T** honor Los Angeles 40-ride school commutation tickets south of Slauson Junction, or afloat mail carriers, firemen or holders of 100-ride employee books to ride south of this point without collection of regular fare.

**DON'T** issue Form T. S.-1 Exchange Transfer from San Pedro main line cars to San Pedro local lines. San Pedro Local Transfer, Form T. S.-2, must be used in all cases where passenger is entitled to transfer to such local cars.

**DON'T** issue Outer Harbor transfers to passengers presenting Commutation books reading between San Pedro and Nadeau or intermediate points. Commutation books reading between San Pedro and Los Angeles or Long Beach are the only commutation books which entitle passenger to transfer to Outer Harbor.

**DON'T** fail to lift hat checks before fare limits or end of run is reached. It is just as important to lift hat checks as it is to issue them as passengers become indignant upon finding a hat check in hand of their hat several hours after leaving train.

**DON'T** issue local transfers without punching proper transfer point. The word "Emergency" should be used only in emergency cases, where car does not complete run or passenger loses hat or similar circumstances.

**DON'T** honor Advertising Cash Coupon Books, Form CC-4, for half fare. There is no reduction for children on this form, and coupons covering full fare must be detached to cover transportation of each passenger carried. This does not, however, apply to Cash Coupons, Form C. C.-3.

that Redondo has ever had. The weather being fine, the bath house did a wonderful business and the dance hall during the evening was taxed to capacity.

The inauguration of the summer season will take place on the 25th and the 26th of June. On the 25th there will be a Carnival Ball in the dance pavilion, when free souvenirs will be given away to everybody, and on Sunday, the 26th, there will be band concerts, solo singing and vaudeville stunts.

"Cohen, I've lost my pocket book." "Have you looked by your pockets?"

"Sure, all but der left-hand hip pocket."

"Vell, vy don't you look in dot?" "Because if it ain't der I'll drop dead."

"Did you see those autos skid?"

"Sir, how dare you call me that?"

Porter: "Carry yo' bag, Boss? Never bus' a bottle yet."

# Transportation Department Meetings

## SOUTHERN DIVISION MEETING

The regular monthly meeting of the Southern Division trainmen was held on May 17th at the Pacific Electric Club.

There were present Superintendent Davis, Assistant Superintendent Taylor, General Foreman Green and 10 trainmen.

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

Conductor H. T. Bennett was elected temporary Chairman.

### Unfinished Business

Roadbed crowned too high between Clearwater and Bellflower.

Disposition: This has been corrected.

Rough track near Gaspar.

Disposition: This has been remedied.

Level up around switch at junction of local line and Newport Line, East Long Beach.

Disposition: This has been done.

Level up landing at phone booth, Bell station.

Disposition: This has been done.

Level up landing at phone booth, Morton station.

Disposition: This has been done.

### New Business

By Mr. Taylor, that overhead be constructed at crossover, 9th and Los Angeles Sts., account Watts-South Pasadena Line, Northern Division, turning back at that point.

Disposition: Referred to Electrical Department for attention.

By Mr. Murphy, that poor service occurs on Point Firmin Line, between 4:00 and 6:00 P. M., due to cars bunching up; suggested that a man be stationed at telephone at 22d Street, to space cars.

Disposition: Mr. Davis stated this matter was now under investigation and Mr. Rich had been instructed to straighten it out.

By Mr. Murphy, that a chain pull switch at 34th Street, San Pedro, be changed to a lever throw, and switch be normally lined for straight track during day time and for turnout at night; this would save delays that now occur.

Disposition: Mr. Davis will look into it.

By Mr. Murphy, that foot-actuated gongs on safety cars are very poor, and do not give proper warning.

Disposition: Referred to Mechanical Department for investigation.

By Mr. Murphy, that coin receivers on fare boxes are a trifle small and do not afford free access to nickels, car 385 particularly.

Disposition: Referred to Mechanical Department for attention.

By Mr. Murphy, that some change be made in scheduling La Rambla line cars to avoid overcrowding; suggested, particularly on the 5:07 P. M. car, that a tripper be arranged or to follow the 4:52 P. M. trip, which would relieve the 5:07 P. M. trip considerably.

Disposition: Mr. Davis will have the service checked up and necessary action taken.

By Mr. Murphy, that the phone at 34th Street is out of order and should be fixed.

Disposition: Referred to Electrical Department for attention.

By Mr. Murphy, that car cleaners are not properly cleaning car 400.

Disposition: Referred to Mechanical Department for attention.

By Mr. Murphy, that light circuit box at 5th and Main Sts., Santa Ana, is usually blocked by automobiles parked at that point, causing delay to conductors in getting to same.

Disposition: Mr. Davis will see if anything can be done.

By Mr. Murphy, that local line time tables be provided at San Pedro, same as at Long Beach. Local cars now leave about three minutes ahead of trains from Los Angeles.

Disposition: Mr. Davis will look into the matter.

By Mr. Bennett, that the band on sig-

nal cans be applied on inside instead of on outside as when outside, the band catches on signal can hilder on cars, and contents are spilled on car floor.

Disposition: Referred to Mechanical Department for attention.

By Mr. Bennett, that on account of phone box and electric circuit switch box being placed inside the station at Hermosillo, there is insufficient seating capacity for passengers; suggested that benches be provided on east and west sides on outside of building.

Disposition: Referred to Engineering Department for attention.

By Mr. Bennett, that an additional seat be provided on west side of station at El Nido.

Disposition: Referred to Engineering Department for attention.

By Mr. Bennett, that proper notices be issued calling attention of passengers as to very limited service after San Pedro train passes.

Disposition: Referred to General Passenger Department for attention.

By Mr. Bennett, that many short fares are missed on Saturdays, Sundays and holidays, account heavy loads; suggested that conductor collect Hawthorne, Burley and El Nido fares first, then go through and collect Redondo fares.

Disposition: Mr. Davis will look into it.

By Mr. Ebersol, that the City be requested to install an arc light at 4th Street and Redondo Avenue, Long Beach, account heavy highway travel and crossing quite obscure.

Disposition: Mr. Davis will take under advisement.

By Mr. Ebersol, that smaller hand brake wheels be provided on some of the 100 class cars, as the large wheels are in the way of passengers boarding cars; passengers frequently strike their heads when getting on.

Disposition: Mr. Davis stated the local lines would soon be equipped with safety cars.

By Mr. Ebersol, that some action be taken with the jitney bus drivers at 1st and Pine Streets; when a car pulls up and passengers are trying to board the bus drives in between and cuts them off.

Disposition: Mr. Davis will see what can be done to remedy.

By Mr. Ebersol, that some action be taken to enforce the law against automobiles driving past standing cars, loading and discharging passengers.

Also, when conductors leave car to operate light circuit or flag crossings automobiles nearly run them down.

Disposition: Mr. Davis will take the matter up.

By Mr. Ebersol, that the light circuit box at Olive, Redondo Avenue line, be relocated on adjoining pole; present location is opposite a residence, and people complain of noise made in closing box, etc., late at night.

Disposition: Mr. Davis will look into it.

There being no further business before the meeting, adjourned at 9:20 P. M.

G. H. GRACE,  
Secretary.

## WESTERN DIVISION MEETING

The regular monthly meeting of the Western Division Trainmen was held at 8:15 P. M. on May 17, 1921, in the Committee Room, Pacific Electric Club, Chairman M. V. Burger calling the meeting to order.

The attendance numbered thirty trainmen, in addition to Superintendent White and Staff, Mr. J. C. McPherson, Assistant General Superintendent, Mr. Glancy, Representative of Traffic Department, and Mr. Todd of the Mechanical Department.

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

### Unfinished Business

That we have a general shake-up of runs on Western Division, exclusive of

closed terminals, once every year, in the month of May.

Disposition: A petition was received by Superintendent W. C. White, signed by a majority of trainmen at Ocean Park carhouse, also communications were received from other terminals, in regard to the question of a general shake-up of runs, the purport of which was that this is an important question to decide, and every man should be given an opportunity to express his desires on same by ballot, so as to include all those men who for various reasons are unable to attend trainmen's meetings. It was arranged to get every trainman's vote on the subject, at the time he receives his check, on Pay Day, May 25th-26th.

### New Business

By Mr. A. W. Rabe, that stoness on end of landings on Venice Short Line are faded and should be whitewashed.

Disposition: Referred to Maintenance of Way Department.

By Mr. Rabe, that buzzer bells on cars out of Ocean Park carhouse do not work properly at times.

Disposition: It was suggested that if trainmen would not stick hat checks in these bells they would work better. Mr. Todd stated that he would instruct Mechanical Department men to do their part in keeping the bells in good condition.

By Mr. A. J. Speak, that a "Notice" Book be maintained at Sherman carhouse for the benefit of the majority of Sherman men who sign on at the carhouse in the morning, so that they may keep posted. Stated that trainmen do not always have opportunity to call at Terminal Foreman's Office to read these Notices before going to work.

Disposition: Notice Book must be kept in Terminal Foreman's Office only.

By Mr. E. E. Marden, that crews from the Northern and Southern Divisions operating Beach cars on Sundays be posted on the various stops on line they are operating, and that cars be given them showing streets and stops.

Disposition: A pamphlet, gotten up by Traffic Department, giving a complete list of streets, stops, points of interest, etc., covering all Lines is now in the hands of the printer, which will be used for this purpose.

By Mr. O. L. McKee, That Service Men be allowed to wear their Victory Medals on Decoration Day.

Disposition: Mr. White stated there would be no objection to trainmen wearing Victory Medals on their uniforms on that day. Stated that a Notice would be issued to this effect.

### From Suggestion Boxes

By Mr. W. J. Johnson, that there seems to be a little dissatisfaction among the men, especially extra men, on account of some of their seniors bidding on runs and giving them up in a short time, keeping some men on the extra board longer. Suggested that each man who bids in on a run be required to hold it for a month.

Disposition: Mr. White stated that it was up to the trainmen themselves to decide how they should bid on runs, that they have the privilege of bidding on any run at any time it is open for bid, subject to their seniority. There was no comment made by trainmen present, who appeared to be satisfied with present manner of bidding on same.

By Mr. W. J. Horner, that the stop without signal at Hill and Surf, Santa Monica, be changed to a signal stop and a speed restriction of four miles per hour placed at this point.

Disposition: Mr. White stated that this is an old established stop, and did not think it feasible to make above change.

By Mr. Thomas Vick, that a phone box be placed at 3rd and Santa Monica Blvd. crossover, on account of trainmen on Third Street Line and on cars turning back at this crossover, having to walk to 3rd and Utah Ave. to telephone dispatcher.

Disposition: Referred to Electrical Department.

By Mr. V. M. Lewis, that he collects a great many tickets with the punch marks so close together that it is hard

to distinguish whether passenger is going to point indicated or coming from there. Submitted a drawing suggesting the way tickets should be punched.

Disposition: Referred to Traffic Department.

By Mr. H. J. Winn, that the words "War Tax Not Included" on P. C. R's be printed in larger type, so passengers may see same. This will avoid a lot of unnecessary argument.

Disposition: Referred to Traffic Department.

By Mr. Winn, that the dates and months on Triplex Tickets be changed, as at the present time they are printed bottom side up.

Disposition: Referred to Traffic Department.

By Mr. Winn, that the special tickets used on Sundays and holidays and on special occasions, when large crowds are handled, be dated with larger type, similar to the type used to show "1/2" on face of half fare tickets.

Disposition: Referred to Traffic Department.

By Mr. D. J. Jones, that car stop now at Havenhurst on Santa Monica Blvd. be renewed to Harper St. because about 85 per cent of passengers carried ask for Harper St. Furthermore, passengers living on or near Havenhurst get on and off at Quinn's to avoid paying extra 6 cents for one block.

Disposition: Referred to Traffic Department.

By Mr. J. M. Grenage, that it is very hard to find car stops after night along the Beach on Redondo via Del Rey Line. Suggested that post be set at near side of each stop along beach, painted in white, and car stop sign painted on side of post in black letters.

Disposition: Letter "S" is now being painted on line poles about 800 feet from car stop signs, which will take care of this situation.

By Mr. Grenage, that controller box on 200 class cars is too close to front gate lever, to allow motorman room for his feet. Suggested that controller box be moved to the left about 6 or 8 inches, which would remove this difficulty.

Disposition: Mr. Todd stated that owing to the way this type of car is constructed the controller box would have to be moved about 14 inches, cost of this alteration would be \$106.00 for each car. Cannot incur this expense at present.

By Mr. C. Manley, that new dash signs be made for Redondo via Del Rey Line, or old ones repainted. Also that they be the same as the old original signs, one side showing "No City Stops," the other indicating local service.

Disposition: Mr. White stated that these signs are now being made up at the Shops.

By Mr. F. D. Marcus, that crews carrying mail sacks be allowed one minute's time on time card for each mail sack handled, as this work soils their uniforms so they have to have two uniforms and clean same once or twice a month. This additional allowance would help them meet the extra expense.

Disposition: Handling mail sacks is part of duty of trainmen on runs listed to handle U. S. mail.

Chairman Burger mentioned that a discussion arose among the trainmen at his Terminal, as to the precise meaning of the signal, 3-bells.

Mr. White stated that trainmen should refer to their rule books in cases of this kind. He further added that this signal is only to be given when an immediate stop is necessary. Also that the man giving signals should make it his business to know exactly what each signal indicates.

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

M. MARKOWITZ,  
Secretary.

#### NORTHERN DIVISION MEETING

The regular monthly meeting of the Northern Division Trainmen was held in the P. E. Club Rooms on May 17, 1921, being called to order by Chairman McDaniels at 8:10 P. M.

There were present twenty-five trainmen, the Northern Division Staff, Mr. Briggs of the Mechanical Department, Mr. Birmingham of the Transportation Department, Mr. Farnham of the Instruction Department, and Terminal Foreman Booth.

Mr. Bradley took up each item of Unfinished Business from previous meetings, reporting action taken on each suggestion.

#### Unfinished Business

Derail at the South End of the Santa Fe Transfer on Aliso Street: Mr. Johnson reports that the derail has been moved to accommodate five cars.

Engineering Department recommends against adding an auxiliary yellow light to Signal 17, Pasadena Short Line: As this signal protects a head-on switch which leads onto outbound local track, and in case this switch should be left on, the train might stop and proceed and follow inbound track before noticing position of switch.

Dash signs for Pasadena car: This matter has been considered with the Traffic Department and new signs have been recommended.

Hazard to trainmen using the platform between outbound local and inbound, main, line, opposite the Macy Clubhouse: It was recommended that a short section of railing be installed, and if necessary that the platform be moved a trifle to the north in order to obtain proper clearance.

Landings Long Beach Avenue and Twenty-second Street on Southern Division: Mr. Davis advises that it is unnecessary to install these landings, as local cars are not to be sent down the main track.

Giving Short Line Train No. 1245 preference over San Pedro Line Train which loads papers at the foot of the viaduct: This will be done if the Short Line Train is on schedule time.

#### New Business

Under the head of New Business a communication was read from Conductor T. H. Miles, suggesting that a weight of some kind be attached to mailgrams so that they could be thrown off at stations where they don't have to stop.

Disposition: It was stated that this doesn't occur often enough to warrant the expense and that there was a chance for them to be lost when handled in this manner.

By Conductor Johnson: That notice be placed in the one-man cars requesting the passengers to unfold their transfers before handing them to the operator; this to save delay.

Disposition: Referred to Mr. Rodenhous to check up at transfer points, and if there was a delay at all points that it would be taken up with the Traffic Department and see if some scheme could not be worked out to remedy it.

That sanders be installed on the 170-class cars on account of slick track on foggy mornings on the San Antonio Heights and Ontario Lines.

Disposition: This has previously been recommended. Referred to Mr. Small of the Mechanical Department for report as to status.

By Conductor Sully: That a box be installed on all cars so that conductors may lock their grips up, and cited a case or two where conductors have lost their grips recently.

Disposition: Mr. Bradley stated that this had been up before, that it had been suggested that conductors be supplied with tin boxes for their tickets. After considerable discussion, the matter was referred to Mr. Farnham, who brought up the suggestion for Conductor Sully; to see if any scheme could be worked out.

By Conductor A. L. Mathews, that a phone be installed at the Express office at the S. P. Depot so Northern and Southern Division Trainmen could call the Dispatcher.

Disposition: It was stated that this had been up before and it was found that the expense would be too much, but the correspondence would be looked up and it would be ascertained what the status was.

By Conductor Mathews, that some Express crews do not leave their express cars where they should be left

at Express Yards, at S. P. Station, Los Angeles, causing a delay.

Disposition: Referred to Mr. H. L. Wiggam to get in touch with western Division Trainmaster and work out a scheme.

By Conductor Snedaker, that an automatic flagman be installed at Ynes on account of the palm trees obstructing view of drivers of automobiles and motormen.

Disposition: Mr. Bradley stated that a check would be made and recommendations made if it was deemed necessary.

By Motorman Roy Garst, that Run 58 be allowed to sign on 5 or 10 minutes earlier, as they sign on same time they are due to leave 6th and Main Sts.

Disposition: This will be checked up and changed.

By Mr. Garst, that weeds be cut at landing at H Street, La Verne.

Disposition: Referred to Engineering Department.

By Mr. P. H. Riordan, that there is a rough place in track, inbound, between Macy carhouse and Club House.

Disposition: Referred to Engineering Department.

By Conductor Snedaker, that the Club House at Pomona was made large enough for a pool table, and suggested that one be installed.

Disposition: Mr. Bradley will take it up.

By Motorman Maginnis, that dash signs be placed on front end of express cars, reading "American Railway Express Company," so that passengers would not mistake it for a passenger train.

Disposition: Suggested that these cars be equipped with standard "Take Next Car" sign. Referred to General Superintendent for consideration of all Divisions.

By Motorman Wilkinson, that the 12:20 A. M. car, which makes a side trip to Pasadena, leaving Mission and Fair Oaks, be routed via Oneonta and Sierra Vista to 6th and Main, on account of being close to the time of the following car.

Disposition: Referred to Traffic Department.

There being no further business, meeting adjourned at 9:15 P. M.

H. L. WIGGAM,  
Secretary.

#### EASTERN LINES

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen was held at San Bernardino, May 10th, at 7:30 P. M., Chairman Severance calling to order.

All Unfinished Business from the last meeting was reported upon by Mr. Peachey.

#### New Business

By Mr. L. D. Jackson, that signs be placed inside 1200-class cars for the benefit of Motormen running same, that passengers are not allowed on front platform with Motorman. If signs are not used, then give the motorman the privilege of keeping the front door locked.

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

By Mr. Jackson, that some kind of box or receptacle be placed on cars, convenient for motormen, which would carry at least two red fuses, as it frequently happens when an outbound car takes the siding the trolley leaves the wire and car is not clear of main track. Car could immediately be protected front and rear if fuses were at hand.

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

By Mr. Jackson, that a small cupboard, or box, be provided in the Trainmen's Room at Riverside to hold necessary stationery, such as time sheets, accident blanks, envelopes, etc., for the benefit of men taking out early r.r.s and getting in late, when the Station is closed.

This was discussed by those present, and it was the general opinion that it would cause a waste of stationery.

Disposition: The Ticket Office, where supplies are obtained, is open fifteen hours daily, which should be sufficient.

By Mr. Jackson, that conductors and brakemen, when flagging a railroad

crossing, carry both red and white lanterns for protection against an on-coming train. If motor should fail to operate, or trolley should leave the wire, and they stopped on crossing (refers to freight trains), brakemen could remain on, or at, crossing until all cars had passed over.

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

By Mr. D. E. Downs, that the stop directly in front of the County Hospital Riverside, be done away with, as nearly all who go to the Hospital get off at Arlington where the telephone is located. The entire ground in front of the Hospital is now planted in grass. If stop is made at that point it takes away a minute from the running time.

Disposition: Referred to Mr. C. H. Jones.

By Mr. Downs, that the telephone now located at Magnolia Junction, which is not used, be moved to 14th and Main, so that the extra car which runs to Madison in the mornings for school children could get an order there when train No. 5 was late and they could not make their regular meet. It might also be very useful at other times.

Disposition: On account of there being no wire, the cost would not warrant moving same at present.

By Mr. O. I. Gough, that a bench or seat be placed at the curb, near the Santa Fe crossing on the Crestmore Line, for the benefit of employees of Packing Houses who say they have to wait nearly an hour for trains. There are about six ladies employed daily, who ride our cars from Bloomington.

Disposition: Referred to Mr. C. H. Jones.

By Mr. Gough, that more attention should be paid to inspection of registers on 1200-class cars which come from Los Angeles. Indicators do not point to the same thing on all dials, sometimes the shield in register does not drop down through lack of oil. This causes many mistakes in registering as conductors do not notice these bad order conditions until they have made a number of mistakes.

Disposition: Referred to the Mechanical Department.

By Mr. Gough, that automobiles are operating past cars taking the switch at the P. E. station on 3rd Street, San Bernardino, at a rapid rate, and driving so close to conductor holding chain as to endanger him.

Disposition: This has been taken up with the Automobile Club, also Police Department, and they state if they can have the license number each case will be investigated.

By Mr. Gough, that successful bidders for runs be required to take same within five days after the notices are posted, in the case of local men, and within ten days in the case of men from other terminals. If run fails to be taken promptly, same to be advertised again. This would eliminate hold-downs, which sometimes cause dissatisfaction.

Disposition: This will be done whenever possible.

By Mr. J. W. Bosley, that signal cans and flag boxes, which are placed on cars, are not large enough to hold the required number of flags.

Disposition: Referred to the Mechanical Department.

By Mr. Bosley, that tracks be sanded daily at the P. E. station, San Bernardino, account of oil dripping on them from cars that have layover at that point.

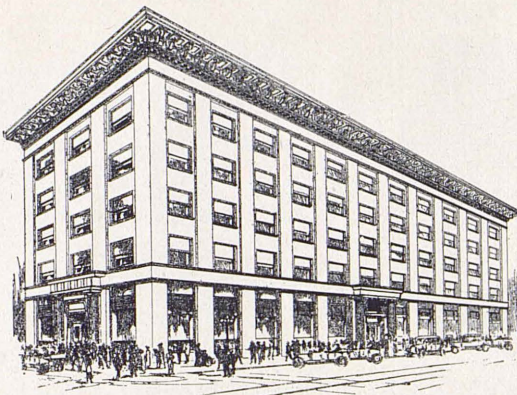
Disposition: Referred to the Maintenance of Way Department.

By Mr. P. R. Perry, that impression of register on the Urbita Line be taken only when going to work and when run is finished, account of the numerous trips.

Disposition: Referred to the Auditor's Office.

By Mr. W. W. Cooper, that the Motor Transit Company be made to park the buses in front of their office on Third and F Sts., at more of an angle. There is not room for an automobile to pass between them and cars.

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Disposition: Referred to the Chief of Police.

By Mr. J. M. Mills, that a large case be put in the Trainmen's quarters at San Bernardino and Riverside, for the display of sample tickets.

Disposition: Referred to Mr. C. H. Jones.

By Mr. H. A. Bates, that signal bells on some of the 130-class cars are not efficient. It is very hard to get the correct signal through to motorman.

Disposition: Referred to the Mechanical Department.

By Mr. H. C. Elkins, that trainmen bidding in runs should be made to work them thirty days before they can bid in another run. It was the opinion of all present that this should be done.

Disposition: Referred to Mr. F. E. Peachey.

By Mr. Bosley, that the S. P. baggage car should carry hood signs reading "S. P. Connection, Colton."

Disposition: Referred to Mr. C. H. Jones.

There being no further business before the meeting, adjourned at 9:30 P. M. The next meeting will be held at Riverside, Thursday, June 14, 1921.

F. E. PEACHEY,  
Secretary.

### ELECTRICAL DEPT'T MEETING

Minutes of Meeting Held at Pacific Electric Club, Monday Evening, May 16, 1921, at 8:00 P. M.

Visitors present, Mr. Grace. Members of the Department present, 43.

Meeting called to order by Chairman Kennedy at 8:10 p. m. Minutes of the meeting held April 18 were read and approved.

#### New Business

There being no unfinished business, the Chairman, under New Business, proceeded to announce the numbers of the program furnished by the Entertainment Committee.

Mr. Charles J. Keenan, of the Soldiers and Sailors' Employment Bureau, "American Legion," gave a very interesting and instructive talk on the subject of his book, "Americans, What Shall It Be," and called attention to the great sums of money being spent in the United States by the Russian Government on propaganda to overthrow the Government of the United States.

The next on the program was a short talk by Mr. Appel, on "Room 686," giving a brief outline of the many duties of the office force.

Mr. Hasenyager followed Mr. Appel with a short talk on the "Trials of the Timekeeper."

Mr. Anderson then gave an extended talk on the subject of "Protection," and emphasized the importance of observ-

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ing the minutest details of the rules covering the subject, and of the importance of accepting the fullest responsibility when intrusted with the task of protecting both property and life.

Mr. Fitzgerald, Substation Operator at Valley Junction, brought up the subject of having a Sunset telephone in that station on account of its importance as a switching and delivery station.

Disposition: The matter was referred to Mr. Anderson for further consideration and report at the next meeting.

Meeting adjourned at 10:20 p. m. Refreshments were served in the auditorium.

E. J. Hasenyager,  
Secretary.

L.A.B.—What is the difference between Love and Life?

J.P.G.—Life is one damn thing after another; Love is two damn things after each other.

A.J.G.—In Life you have a chance but in love you have no chance at all.

Farmer—"Do you like chickens?"

Citcuss, nervously—"Hush! Not so loud. My wife might hear you."

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