



The Pacific Electric MAGAZINE



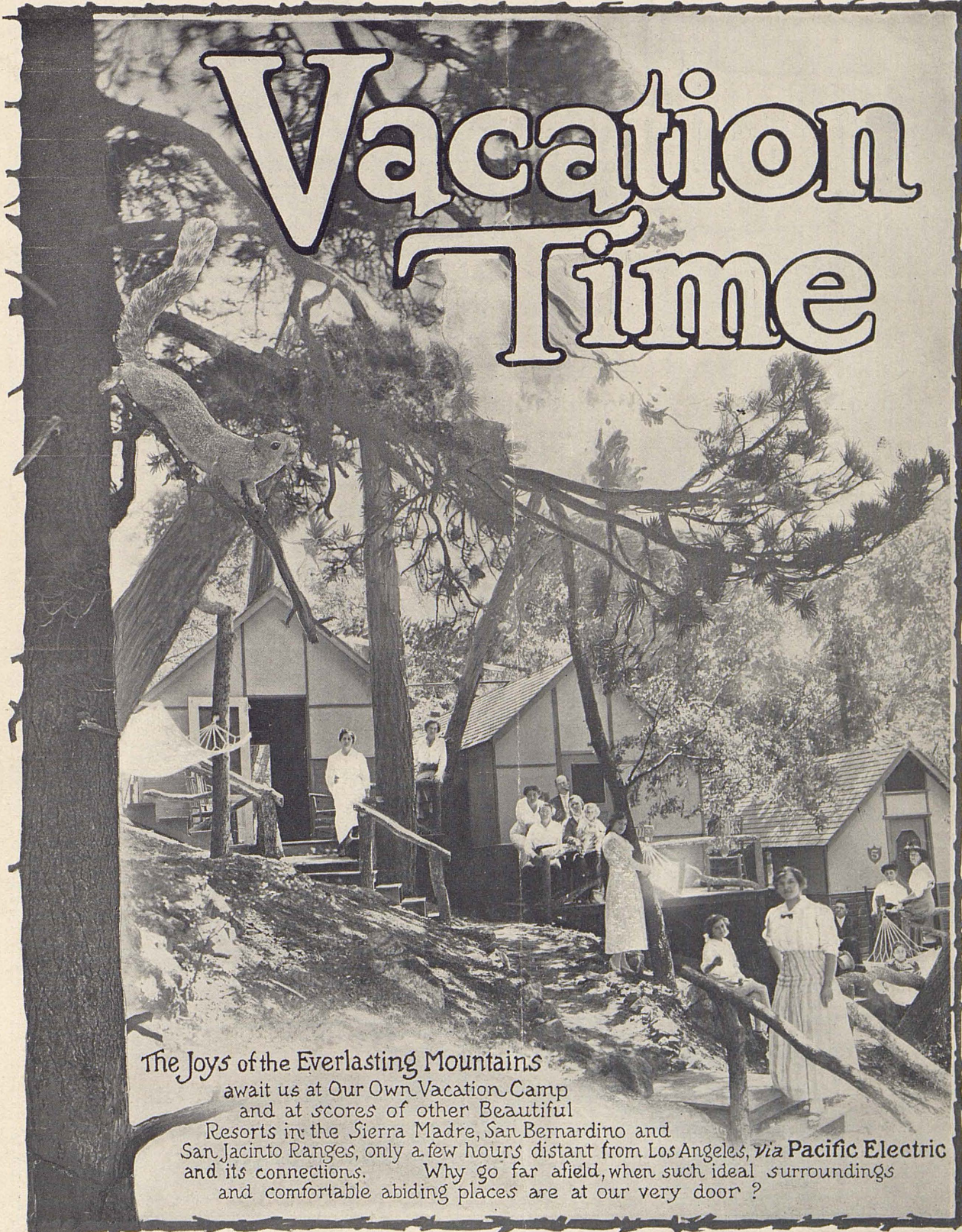
ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 5

LOS ANGELES, CAL. MAY 10, 1921

No. 12

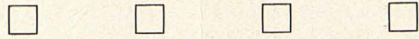
Vacation Time



The Joys of the Everlasting Mountains

await us at Our Own Vacation Camp
and at scores of other Beautiful
Resorts in the Sierra Madre, San Bernardino and
San Jacinto Ranges, only a few hours distant from Los Angeles, *via Pacific Electric*
and its connections. Why go far afield, when such ideal surroundings
and comfortable abiding places are at our very door?

Lure Time of the Hills



SPRING, with all its seasonal allurements, calls upon mortals to come back to Nature; to seek the charms of the wooded hills, the babbling brooks, the crystal lakes; and to hie oneself to leafy dells, away from the bustle, clamor and strife of the cities, and to find temporary surcease from life's commercial and industrial activities.

The call comes to forsake the brick, stucco and man-made stone canyons of the cities for the Nature-clad ones of the mountains, and it is not a far cry from those in which we toil to those in which we may, for a moment, abide in joyous contentment.

The Pacific Electric "Family" is particularly fortunate in possessing a splendidly equipped, well operated, admirably located mountain camp of its own, near Little Bear Lake in the San Bernardino Mountains, 22 miles from the heart of San Bernardino, and only a few hours' journey from Los Angeles. Bear Creek, a beautiful, crystal clear stream is the boundary line of one side of the camp, and the lake to which it flows, only a mile and a half distant.

Those of our employes who have spent vacations at our camp, have found that, exclusive of the cost of the trip up the mountain from San Bernardino to the camp, it is about as cheap to take a vacation in our mountain camp as to stay at home. Full description of the camp and other detail connected therewith are to be found in this number of the Magazine.

When it is taken into consideration that all employes having been in service one year or more are given twelve days' vacation each year with pay, and that our camp is provided and operated with no desire for profit, we have much to be grateful for to our company and its management.

Let's fill the camp, this year, from its opening until its closing time, in order that our benefactor may not have to shoulder a loss in its operation by extending us these privileges.

PACIFIC ELECTRIC EMPLOYEES'

SEASON
1921

VACATION CAMP

SEASON
1921

INFORMATION IN BRIEF.

CAMP SEASON—Opens June 1st; closes October 1st.

RESERVATIONS—Must be made in person or in writing at the Club on or after May 1st and must be accompanied by check or paid in cash at the Club for entire period reserved and the charge made will include transportation charges between Arrowhead Springs sub-station and the camp. No money will be refunded unless notice is given one week in advance.

WHO MAY RESERVE—Only employes, who may reserve for themselves, or their dependent family. An employe may take with him non-dependent members of his family, or a friend or friends to the limit of his tent accommodations. Extra tents will not be provided, and beds will be furnished only if available after employes have been fully cared for.

SINGLE EMPLOYES—The right is reserved to place two or more single persons in the same tent cottage, the charge for accommodations to single persons only contemplates sleeping accommodations, and no tent will be reserved for the exclusive use of one person, and where two or more occupy a tent the charge will be the same (\$3.50) per week for each person.

TRANSPORTATION CHARGES—Passes will be provided for employes and wholly dependent members of family from any point on system to Arrowhead Springs Sub-station and return, and a charge made for camp auto service between Arrowhead Springs Sub-station and Pacific Electric Camp and return, \$2.50 for adults; children over 5 and under 12 years of age, \$1.25 (no war tax), and both going trip and return trip may be made upon any day of the week that camp auto is operated. Auto will be operated any day when two or more employes or dependent members of their family desire to go to or from camp.

VACATION PERIOD—Begin any day employe desires; from one day to two weeks in duration; for a longer period than two weeks, permission must be secured from Camp Manager or Camp Superintendent. Full charges will be made on all reservations even if only a portion of the period so reserved is used by applicant.

CAMP CHARGES—The rate at camp for accommodations for non-dependent members of family or friends will be \$1.00 per day per person in all cases and this charge does not include meals. Cottage rent for employes and dependent members of family. Single persons, each, \$3.50 week. Family of two or more, \$6.00 week. Only one cottage allowed each family. Where an employe's dependent family numbers more than four persons effort will be made to provide sheltered sleeping accommodations adjoining his tent. "Dependent family" does not mean relatives or friends.

WEEK-END VISITORS—Inquire at Club as to whether room is available. If there is, register and get

your order. If you are given order, lodging will cost you \$1.00 per person and meals at restaurant 50c for breakfast, 75c each for dinner and supper. Subject to change without notice. The camp does not provide bedding.

SCHEDULE—Governing the movement of employes to and from the Pacific Electric Camp for the season 1921, effective June 1st to October 1st, by Pacific Electric Railway between Los Angeles and Arrowhead Springs Sub-Station (San Bernardino) and from Arrowhead Springs Sub-Station to and from Camp via Camp Auto as follows:
TO THE CAMP.

Leave Los Angeles, 6th and Main 9:15 a. m.
(Pac. Elec. Ry.)
Arrive San Bernardino 11:11 a. m.
Leave San Bernardino, Pac. Elec. Sta. 12:57 p. m.
(Pac. Elec. Ry.)
Arrive Arrowhead Springs Sub-Station 1:32 p. m.
Leave Arrowhead Springs Sub-Station 2:00 p. m.
(Pac. Elec. Camp Auto)
Arrive Pacific Electric Vacation Camp 4:00 p. m.

FROM THE CAMP.

Leave Pac. Elec. Vacation Camp 12:00 noon
(Pac. Elec. Camp Auto)
Arrive Arrowhead Springs Sub-Station 2:00 p. m.
Leave Arrowhead Springs Sub-Station 2:19 p. m.
(Pac. Elec. Ry.)
Arrive San Bernardino 2:47 p. m.
(Pac. Elec. Station)
Leave San Bernardino 3:00 p. m.
(Pac. Elec. Ry.)
Arrive Los Angeles, 6th and Main 4:55 p. m.

BAGGAGE—The baggage allowance for each adult person is 30 pounds and must consist strictly of clothing, bedding and toilet articles. A 15-pound allowance, consisting of the same articles, is allowed for each child.

FISHING—Get your license before going to Camp, also take your tackle, flies, salmon eggs or other bait.

HUNTING—Not permitted at this season, and only ducks in season. Fire-arms of any kind not permitted. The law presumes that you are hunting if the ranger finds a gun on you. Don't take any with you.

WHAT TO TAKE WITH YOU—Comfortable old clothes; comforts, quilts, sheets, pillows, towels and toilet articles, and above all, a cheerful, happy disposition to share with others.

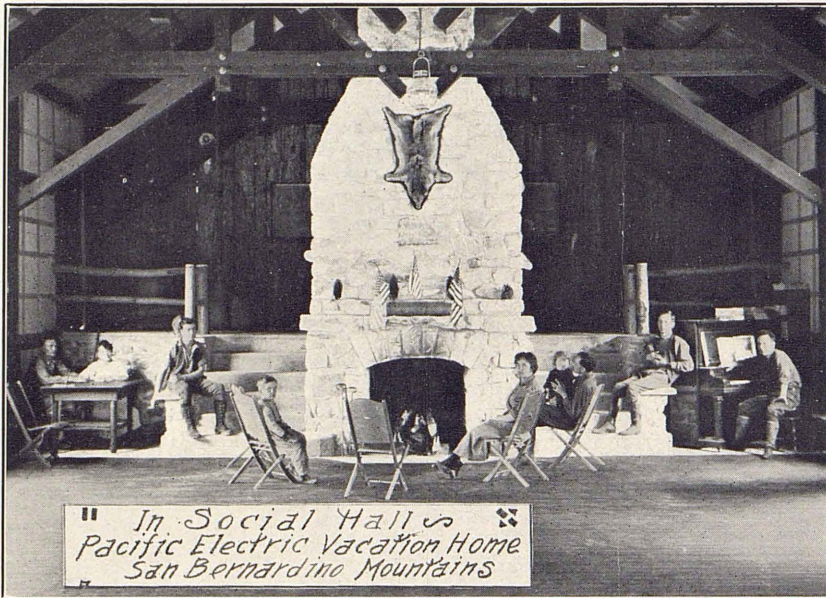
SUPPLIES—Everything necessary for your subsistence while in camp may be purchased at the store maintained by the camp. Profit is not sought in the sale of supplies to employes, it being desired only that the camp revenues may meet the cost of operation. Cooked foods may be purchased at the delicatessen or meals taken at the restaurant upon notice sufficiently in advance to the Camp Superintendent.

FOR COMPLETE DETAILS READ ALL OF THIS FOLDER CAREFULLY.

ALL of the Mountain Resorts are beginning preparations for the largest patronage they have ever anticipated, and the indications are that the capacity of all the resorts will be taxed during the 1921 season. This anticipation on the part of the resort owners is due to the fact that more rain and snow have fallen than in the previous five years and as a result, vegetation is much advanced, the streams are much more beautiful and attractive, the trees, ferns and flowers in brighter and better condition than for years and in every respect the hills, mountains and their gems of small valleys have become realms of joy to the lovers of nature, and it is to be expected that thousands of people who have never known their charms before will this year revel in them.

At our own Vacation Camp in the San Bernardino Mountains a large number of employes and their families were entertained last year for varying periods, and few indeed there were of the number who did not have the most enjoyable vacation of their lives. True it is that some did not enjoy it, but the number was small indeed, and when analyzed it would most probably be found that the reason of the non-enjoyment was within themselves. They were not in tune with Nature; or reasonable rational enjoyment would not satisfy; or that they desired to be a law unto themselves regardless of the rights, privileges and enjoyment of others, and selfishness never found happiness anywhere.

The reason for the establishment of our Vacation Camp has been told many times, but it will bear repeating for the benefit of many employes who have not heard it. The purpose of this Summer Camp for employes and their families is to provide at the lowest possible cost to them a place amid nature's most beautiful surroundings where they may spend a week or two in rest, recreation and social enjoyment under the best possible conditions for healthfulness.



Location of Camp and Its Surroundings

A tract of land approximately fifteen acres in extent has been secured in the San Bernardino mountains, 22 miles from San Bernardino and 1½ miles southwest of Little Bear Lake, the site being bordered on the north by Little Bear Creek, a stream of year-round flow running into the lake. The main road from Pine Crest to the lake parallels the stream and is the proper road to use to reach the camp, although the "Crest Route" may be used from Pine Crest, the traveler turning north at Daly Road, entering the valley about ½ mile from the camp to the south. The best road however is from Pine Crest via Strawberry Flat. Covering the camp site are hundreds of great, majestic pine and fir trees and the surrounding hillsides are carpeted with beautiful ferns. In a canyon to the east of the camp is a natural spring of ice-cold water, the flow year-round being approximately 4 miner's inches, and from this source comes all the water for the use of the camp's inhabitants, and piped to convenient points throughout the camp. A mile and a half over a good road brings one to the crest of the mountain to the south of the camp, from the vantage point of which one thrills over the view presented. To the north may be seen the desert of the Mojave stretching away for many miles in its barrenness, while to the south, apparently at one's feet, lie the hundreds of square miles of valleys in which are located the cities of San Bernardino,

Riverside, Redlands, Corona, Rialto, beautiful by day, but far more so by night when their lights flash out like millions of diamonds.

Equipment of the Camp

The principal buildings of the camp are the Social Hall and delicatessen store, where food supplies may be purchased, either cooked or uncooked. A lunch counter is also maintained where meals may be had by those who do not care to do cooking. A swimming pool 30x60 feet in size, with water depth varying from 2 to 7 feet, provides much enjoyment for all. Supplies are furnished employes at as low a price as can be made. Tent cottages house the residents, each

house 9x12 feet in size and furnished with bed and springs, mattress, wash stand, bowl, pitcher, mirror, slop-jar, and chairs. Each tent cottage is provided with a kitchen equipped for housekeeping as shown in list following:

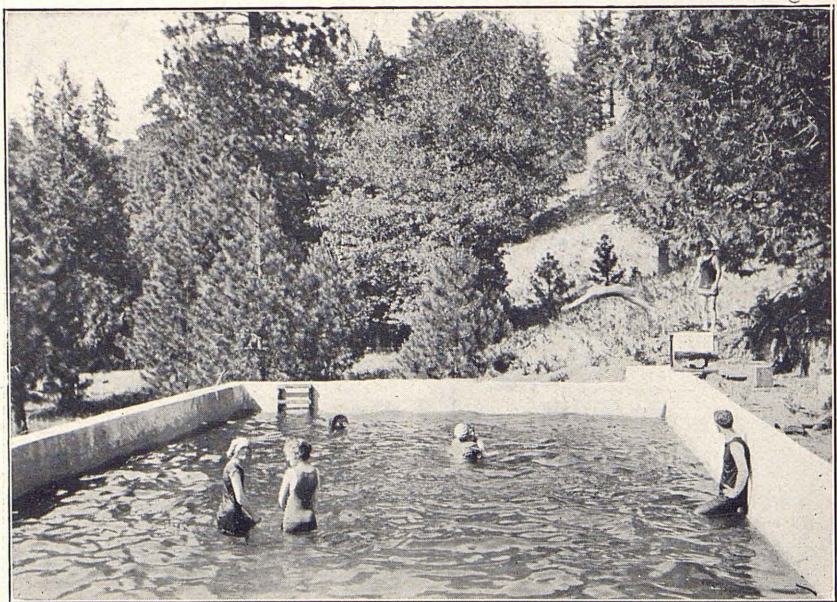
Kitchen Equipment:

- Oil stove (3-burner)
- Stew Pans (2)
- Pitcher
- Dipper
- Basting Spoon
- Dish Pan (18 in.)
- Knives and Forks (6)
- Spoons (6)
- Salt Shaker
- Paring Knife
- Broom
- Skillets (2)
- Coffee Pot
- Water Bucket
- Tea Kettle
- Kettles (2)
- Oil Lamp (1)
- Garbage Pail
- Plates (6 enameled)
- Cups (1-pt. enameled, 6)
- Kitchen Spoons (2)
- Can Opener

The Cost to Employes

At the Camp Restaurant meals may be obtained at 50c for breakfast, 75c each for dinner and supper, subject to change without notice.

Hot cooked foods may be purchased at the store delicatessen by families and taken to their own tables for consumption. These cooked foods will be furnished at cost of production, and will lessen the work materially to the housekeeper.



Cost of Tent Cottages

Single Persons (each), \$3.50 per week

No Cottage will be assigned for the exclusive use of any one person. In order to accommodate as many persons as possible, single persons will occupy cottages in groups with single beds, when necessary. No person under 18 years of age will be admitted to the camp unattended by members of the person's family. When possible, single employes should organize as a group for the vacation.

Family of two or more, \$5.00 per week

Where family (all dependent) numbers more than four persons, efforts will be made to provide sheltered sleeping accommodations adjoining the tent cottage.

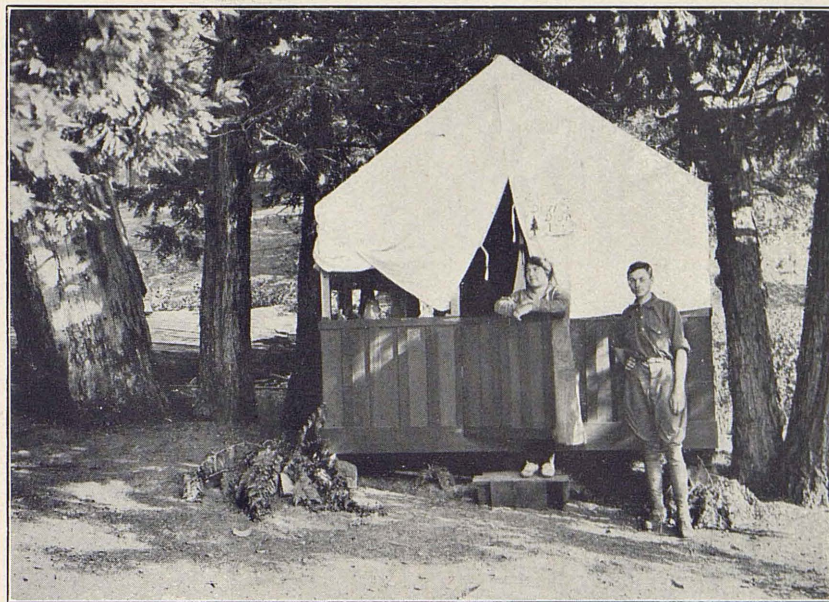
Only one tent will be provided for any one family.

Non-Dependent Relatives or Friends

Families may include in their vacation arrangements one or more relatives or friends provided additional housing accommodations would not be required and the camp at the time of arrival has or can furnish spare equipment without inconvenience to regular employes. Should it be found advisable, this permission may be revoked at any time by the management.

Transportation Cost

Passes will be provided for employes and wholly dependent members of family from any point on system to Arrowhead Spring Sub-Station and return, and a charge made for camp auto service between Arrowhead Springs Sub-Station and Pacific



Electric Camp and return, \$2.50 for adults; children over 5 and under 12 years of age, \$1.25 (no war tax) and both going trip and return trip may be made upon any day of the week that camp auto is operated. Auto will be operated any day when two or more employes or dependent members of their family desire to go to or from camp. **Neither non-dependent members of family, nor friends, can travel in either direction on the Pacific Electric Camp auto,** but must use Mountain Auto Line in both directions; the fare on this line being \$4.40 for the round trip, including war tax. The Mountain Auto Line Makes connection for camp with the San Bernardino train, arriv-

ing at San Bernardino 11:11 a.m. daily. Order for transportation on the camp auto will be issued only at the club and only to employes and wholly dependent members of family.

The baggage allowance for each adult person is 30 pounds and must consist strictly of clothing, bedding and toilet articles. A 15-pound allowance, consisting of the same articles, is allowed for each child. All baggage must be securely wrapped in a compact bundle and plainly marked with your name and destination, and must be looked after and cared for by each individual person until delivered to the automobile at Arrowhead Springs Sub-Station. Returning from camp, each person must receive and care for their baggage from Arrowhead Springs Sub-Station to Los Angeles. Other baggage and supplies, other than named in the allowance above, must be turned over to the Mountain Auto Line for transportation to or from camp at its regular rates.

Free Camp Sites

Where employes have their own camp outfits, space for camping will be furnished free for any period of time to the employe desires to stay at the Camp, and supplies may be obtained at the store on the same basis as that offered employes who occupy Camp cottages. Privilege must be received from Manager before leaving for Camp, and the management reserves the right to cancel the privilege at any time. All rules of Camp must be observed.





Week-End Visitors

If application is made before going to Camp on day before starting, it may be learned whether or not accommodations are available for week-end visitors. In assignment of quarters in Camp, regular vacationists will be cared for first.

Auto parties of employes who may drive up to spend the day can always rely upon receiving food supplies.

What To Bring To Camp

When going to the Camp, care should be exercised to take no surplus baggage. Doing so will result in needless expense to the camper. Bedding should consist of two pairs of wool blankets and two comforts for each bed, and if sheets and pillows are desired they should be brought. Towels and toilet articles and warm comfortable clothing should complete the list of things needed.

How to Arrange For Camp Accommodations

Reservation of accommodations may be made at any time on or after May 1st for the season which will begin on Wednesday, June 1st and continue until Saturday, October 1st, by employes either calling in person at the Club, 431 South Hill Street, or if employe does not reside in Los Angeles, application may be made by letter, and necessary papers mailed to the applicant, and must be accompanied by check or paid in cash at the Club for entire period reserved. No money will be refunded unless notice is received one week in advance.

The Camp will be chartered for its

accommodations and as a reservation is made the applicant will be given a slip describing the reservation and assignment which must be presented at the Camp. The reservation given will include transportation from Arrowhead Springs Sub-Station to Camp and return via the Pacific Electric Camp Auto and this reservation order should be shown driver of the Auto.

As stated before, only employes and wholly dependent members of their families may obtain transportation on the Camp Auto between Arrowhead Springs Sub-Station and the Camp in either direction.

No assignment to quarters will be made unless Camp order is presented upon arrival at Camp. Only the

amount of baggage and of such quality as before stated herein and covered by baggage limitation, will be accepted by the Camp Auto for transportation to Camp. All excess baggage must be turned over by the passenger himself to the Mountain Auto Line for transportation at San Bernardino in either direction. There is ample time for this provision, provided in the scheduled.

When possible, reservation should be made in person at the Club.

Camp vacation periods may begin any day and be for any period of time, from one day to two weeks, dependent upon the desires of the vacationist. If, however, a longer stay than two weeks time is desired, special provision so to do must be obtained from the Camp Manager and it will be granted, dependent upon available accommodations at the Camp. This, however, is optional with the Manager.

Upon completion of vacation and when leaving Camp, all belongings of Camp residents must be packed and delivered at Camp Headquarters on or before 11 a.m. in order that proper assignment of baggage to the truck and closing of Camp accounts may be done without delay. All utensils furnished Camp residents during their stay in the Camp, must be checked back clear to Camp Superintendent before leaving Camp and to be turned over in a thoroughly clean and good condition.

Any damages to articles from those previously issued by Camp Superintendent to the vacationist must be settled and accounted for before leaving the Camp.



PACIFIC ELECTRIC CLUB AFFAIRS

C. M. STUART, ASSOCIATE EDITOR

CLUB CALENDAR

May 11th to June 10th

Wednesday, May 11—

Western Division Safety Committee in Assembly Hall, 2 p.m.
P. E. Rod and Gun Club Meeting in Club quarters, 8 p.m. Fish chowder and moving pictures.

Thursday, May 12th—

Lucky Spot Dance in Auditorium, 8:30 p.m.

Friday, May 13th—

Regular Movie Show in Auditorium, 8 p.m.

Saturday, May 14th—

Agents Association Meeting in Assembly Hall, 8 p.m.

Monday, May 16th—

P. E. Band Rehearsal at 8 p.m.
Electrical Department Meeting for all employes of Electrical Department in Assembly Hall, 8 p.m.

Tuesday, May 17th—

Transportation Meeting of all divisions for all employes of the Transportation Department, 8 p.m. Refreshments served after meeting.

Northern Division Safety Committee Meeting in Assembly Hall, 2 p.m.

Thursday, May 19th—

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

Friday, May 20th—

Regular Movie Show in Auditorium, 8 p.m.
General Staff Meeting in Assembly Hall, 10 a.m.

Monday, May 23rd—

P. E. Band Rehearsal, 8 p.m.

Tuesday, May 24th—

Signal Division Meeting of the Engineering Department for all employes of the Signal Department in Assembly Hall, 8 p.m. Refreshments served after meeting.

Bonding Division Meeting of the Engineering Department for all employes of the Bonding Department, 8 p.m. Refreshments served after meeting.

Thursday, May 26th—

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

Friday, May 27th—

Regular Movie Show in Auditorium, 8 p.m.

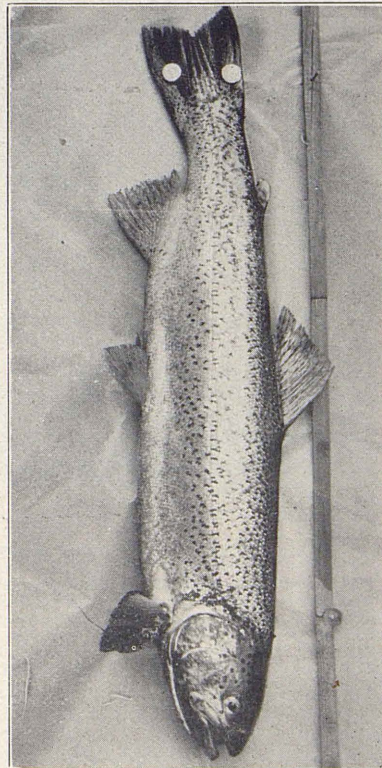
Monday, May 30th—

P. E. Band Rehearsal, 8 p.m.

Wednesday, June 1st—

Opening of P. E. Vacation Camp for season.

P. E. Club Executive Committee Meeting in Assembly Hall, 2 p.m.



CHANGE "MORT" TO "ANANIAS."

Mort Stuart says that "these fellows are indigenous to Little Bear Creek, at the Pacific Electric Camp and that when you scratch their backs with a twig, they jump out on the bank for joy." If that's true, he gets the asbestos door mat as first prize.

Thursday, June 2nd—

Novelty Jazz Dance in Auditorium, 8:30 p.m.

Friday, June 3rd—

Regular Movie Show in Auditorium, 8 p.m.

Monday, June 6th—

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

Mechanical Department Meeting for all employes of the Mechanical Department in Auditorium, 8 p.m. Refreshments served after meeting.

Wednesday, June 8th—

P. E. Rod and Gun Club Meeting in Club quarters, 8 p.m.

Thursday, June 9th—

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

Western Division Safety Committee Meeting in Assembly Hall, 2 p.m.

Friday, June 10th—

Regular Movie Show in Auditorium, 8 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, April 6th, was called to order at 2:15 p. m.

Roll call showed the following absentees: Geo. H. Payne; H. L. Wiggam; T. A. Holyoke; J. H. Brigham; J. R. Johnson; John Whitley; L. H. Appel; F. L. Annable, E. C. Johnson; S. H. Anderson

The minutes of the previous meeting were read and approved.

Manager's report was as follows:

P. E. CLUB FUND.

1921,	\$1285.18
Receipts	959.25
Total	\$2244.43
Paid out in bills and expenses 807.87	
Balance on hand, March 31st	
1921	\$1436.56

EMPLOYEES' RELIEF FUND

Balance on hand, Feb. 28th	
1921	\$ 263.82
Receipts	61.10
Total	\$ 324.92
Paid out in Relief	
	48.70
Balance on hand, March 31st,	
1921	\$ 276.22

MORTUARY FUND PAYMENTS

Daniel W. Clifton, Conductor Northern Div.-killed March 29th; beneficiary, his wife, Mrs. Nellie Clifton, \$601.80.

Mr. Stuart read copies of letters written at the request of the Committee to the Manager of the Orange Show and to Mr. O. A. Smith, General Passenger Agent, expressing the appreciation of the employes for the unusual favors extended to them at the Annual Orange Show.

Also read letter received relative to the use of the Venice Dancing Pavilion for the Pacific Electric Band Benefit Mardi Gras and Carnival Ball on Thursday evening, April 28th. Stated that it should be a big time for all on that night; that our famous Pacific Electric Band would play for the dances, also Lew Lewis' orchestra; that free transportation for employes and dependents would be given, and not charged against the regular allowance, and that extra equipment would be put on, if necessary, to handle the crowds.

Manager reported that on April 15th, 1921, Mr. Scott, Chief of the L. A. Fire Department, would give an interesting talk in our Auditorium on Fire Prevention. Should prove of great value in protecting our homes and property from fire.

Mr. Stuart spoke about the Pacific Electric Vacation Camp, and stated that Mr. Worley had just returned from an inspection trip through the camp, and had reported that the Camp is in fine shape, there being only a few minor repairs needed, and that the Camp would surely be open by June 1st. Stated that owing to the fact that the Mountain Auto Line lost considerable money in this mountain transportation at reduced rates last summer, they would not grant the reduced rate this year to P. E. employes, but to offset this, Mr. Stuart is

going to try and arrange for reduced rates at the Camp, or some other means of taking care of the transportation to the Camp of the employees. Thought that any great reduction of the rates of the Camp would be impossible, as the Camp had always lost money, but for that matter, had always been run for the employes' enjoyment at the lowest possible cost to them and not to make money. Invited everybody who possibly could come to the Camp, as they would be sure to have a fine time, with the beautiful surroundings and the good-fellowship.

Reported on the big improvements on the stage of our Auditorium, with new foot-lights, dimmers, etc., installed, and that the Club would put on some interesting playlets in the near future, instead of continuous movies, just for the sake of a little variety.

Stated that the lucky spot dances had been given and proved very popular. Had given away nice little prizes, which were greatly appreciated. Stated that he will continue them every now and then.

No reports of committees.

No unfinished business.

NEW BUSINESS

Mr. Moyer stated that suggestions had been made to discontinue the weekly dances during the Summer months, as most of the regular attendants would be going to the beaches, etc. Mr. Spencer thought also, that if the dances were discontinued during the Summer, they would prove all the more popular when resumed. After discussion, it was regularly moved and seconded that the weekly dances at the Club be discontinued during the months of July and August, and the motion carried.

In a discussion as to the weekly Movie Shows at the club during the Summer, Mr. Jenks stated that he thought they should be continued, as they could be participated in by members who did not have the opportunity to enjoy the other privileges of the Club. Mr. Stuart also thought that as the movies were given mainly for the women and children, that they should be continued. It was moved by Mr. Spencer that the regular weekly Movie Shows be continued during the Summer months, and the motion was passed.

Mr. Finley spoke about the taking away of the rights of the men to use the baths at Urbita Springs on passes. States that he knew that the right to use the baths on passes would be greatly appreciated. Mr. McCammond reported that special rates, 7 tickets for \$1.50, for P. E. men, were obtainable through the heads of their departments. Also stated that all bath passes were taken away on January 1st, in order to take care of the paying public. Stated that on some occasions the bath privileges had been abused. Mr. Stuart spoke about using all pass privileges correctly and fairly, and not abusing them; that such abuse



**BENEATH A SKY OF AZURE HUE
A FOREST GLADE DOTH BECKON YOU.**
Nature's reception room, carpeted in the living green of lacey fern design; bordered and patterned in earth's choicest wild flowers. Ceiling arched with interlacing boughs through which the sunshine comes to play with him who enters; and—over all, PEACE. That's OUR Camp.

by one or two might take away the rights for all the fair acting men.

Stated that he thought that at least the men from Redlands, San Bernardino should have the Urbita Springs bath privileges. Mr. Gilbert moved that a Committee of 3 be sent to interview Mr. Titcomb and Mr. Burnett, requesting the re-issue of the pass privilege to the Urbita Springs and Redondo bath houses, with exceptions to their use on Saturdays, Sundays and holidays, or other proper restrictions, if such were necessary. Motion duly seconded and carried. Mr. Bishop appointed Messrs. Finley, Covell and Hill as a Committee to carry out the motion.

The question as to the privilege accorded the Pacific Mutual Company over other life and accident insurance companies was raised, and carefully discussed.

Request was made for a shed for the trainmen at the L. A. Yards, and Mr. Stuart promised to take the matter up with Mr. Annable immediately.

Mr. Stuart read an offer by the National Automobile Insurance Co., by C. Pier, General Managers, as follows: "We are prepared to write fire, theft and collision insurance on automobiles owned by your employes whether they are officers or otherwise, at a rate 15 percent under the regular Board rates, which will mean considerable saving to any one accepting this offer." A motion was made, seconded and carried that mention of the offer be made in the minutes of the meeting, and that the advertising for the Pacific Electric Magazine offered by this Company be accepted.

Mr. Stuart presented a proposition of Mr. O. G. Beeler, of the International Correspondence Schools, that he be granted exclusive privilege to interview employes with regard to enrolling them as students in this school, with the agreement that upon such enrollment through him, he would obtain for them a 20 percent discount on the cost of the course selected. After considerable discussion and careful consideration, the Executive Committee considered that while they considered the proposition a fair and proper one, and that the representative should be allowed to solicit business from the employes when they were off duty, in view of the fact that numbers of the employes are taking courses in this and other schools, and that these employes are given rebates or commission from the Schools for obtaining new students, that this committee believed that no hard and fast rule could be made that this or any other School, or their agents, could be given any exclusive privileges to solicit business from the employes.

On Friday evening, April 22, at the regular Movie Show, the employes were favored by Fire Chief Scott, Chief of the Los Angeles Fire Department, with interesting remarks pertaining to the prevention of fires, and the great amount of lost caused by fires, also the great number of lives lost through the carelessness of those who do not exercise proper safety measures in the prevention of fires, and his appeal to the employes for their co-operation in the elimination of all hazards that might cause fires was heartily endorsed by all.



**THE SHADOWS LENGTHEN 'NEATH THE PINES
AND DROWSY DAY DRAWS TO A CLOSE**

Could you picture a scene wherein you could find more contentment? In vision, can you not see the changing shadows that quietly are drawing the curtain of night upon the forest, and gently wooing Nature to sleep. Oh, the restful, healthful, wholesome joys of a sojourn at OUR Camp in the wonderful, blessed, God-given hills.

ROD AND GUN CLUB

The regular monthly meeting of the P. E. Rod and Gun Club was held in the Club rooms at 431 South Hill Street on the evening of April 13, 1921.

The meeting was called to order at 8:15 p.m., there being sixty members present.

The roll call of officers showed that all were present.

The minutes of the previous meeting were read and approved, and following that the Secretary and Treasurer reports indicated that the Club is growing by leaps and bounds as the Secretary reported a membership of 263 and the Treasurer reported \$286.00 on hand.

Eighteen new members were elected at this meeting and all members present agreed to bring in a new member at the next meeting.

Under the head of new business Mr. J. W. May stated that he had been in communication with Mr. Welch of the Pasadena Hardware Company and felt sure that arrangements could be made for the members living in Pasadena to be able to purchase sporting goods there at a reduced price; also that Mr. Welch would put up a prize for surf fishing or trolling. A motion was put before the meeting that Mr. May be given the authority to complete the arrangements for such accommodations as were possible and report at the next meeting. This was immediately seconded and we expect to hear some good news from Mr. May next meeting.

Mr. B. F. Manley, Field Captain

of the Gun Section, suggested that we do something to stimulate the Trap Shooting, and, after some discussion, April 24 was decided on and that the shoot be held at the Vernon Gun Club, which is located on the Huntington Park Line of the Los Angeles Railway. These cars run east on Seventh and go direct to the shooting grounds.

Under the heading of unfinished business the purchasing of 100 buttons as an emblem of the P. E. Rod and Gun club a sample sketch of same having been submitted by the Whitehead Hoag Co., some two months ago, but on account of some question being raised by some of the members as to whether or not the club should tie up some \$47.25 in the buttons has caused it to be held for further discussion which will be settled by May 11th. when it will come up for vote.

An elegant prize list has been completed for both the fishermen and the shooters as follows:

Trap Shooting

- 1st Prize—Gold Medal and perpetual cup.
- 2nd Prize—2-qt. Thermos bottle and leather case.
- 3rd Prize—Gold Medal.
- 4th Prize—Leather shell bag and belt.
- 5th Prize—Shell case.
- 6th Prize—1-pt. Thermos bottle.
- 7th Prize—1 Marbles hunting knife.
- 8th Prize—1 Marbles brass cleaning rod for shotgun.
- 9th Prize—1 Thomlinger gun cleaner.
- 10th Prize—1 Marbles waterproof match box.

Largest Deer Head

- 1st Prize—1 Marbles camp axe and 1 Marbles hunting knife.

2nd Prize—1 Wright hunting knife sheath and stone.

**Salt Water Fishing
Croaker**

- 1st Prize—1 casting rod.
- 2nd Prize—1-qt. Thermos bottle and case.
- 3rd Prize—1 leather bait packet.

Carbina

- 1st Prize—1 casting rod.
- 2nd Prize—1 free spool casting reel, 150-yd.

Yellow Fin

- 1st Prize—1 tackle box.
- 2nd Prize—300 yards No. 9 line.
- 3rd Prize—1 flashlight.

Surf Perch

- 1st Prize—1 regular casting reel, 150-yard.
- 2nd Prize—200 yards No. 9 line.

Rock or Calico Bass

- 1st Prize—1 tackle box.
- 2nd Prize—3 Welsherino minnows.

**Fresh Water Fishing
Bass**

- 1st Prize—1 free spool bass casting reel, 100-yd.
- 2nd Prize—1 regular bass casting reel, 100-yd.
- 3rd Prize—100 yards Kingfisher line.

Trout

- 1st Prize—1 fly rod.
- 2nd Prize—1 leather band creel.
- 3rd Prize—1 reel.

Largest Fish

- 1st Prize—1 tarpon trolling reel.
- 2nd Prize—1 set of Knowles strikers.

In competing for above fishing prizes, catches must be made with rod and reel and line not to exceed No. 9, smaller line may be used but a handicap will not be considered.

More than one prize cannot be claimed in any one kind of fish, but any member may claim one prize in each kind of fish if his catch is of sufficient size or weight to qualify.

In claiming prizes for largest deer heads an affidavit must be produced signed by one or more witnesses.

In recording scores made in trap shooting regular registration cards should be procured from the Field Captain, Mr. B. F. Manley, of the engineering department. These cards permit you to shoot at any club and the secretary or manager of the club where you shoot can fill out your card and sign it for you there, then it can be filed with the Field Captain, who will keep same until time for the awarding of prizes. The awarding of prizes for fishing and hunting will be made at the first meeting in January, 1922.

The meeting of March 9th was held in the committee room at the Tufts-Lyon Arms Co., corner Sixth and Olive street, fifty-five members were present and after the meeting an indoor revolver shoot was held, and some very good scores were made. The first prize was awarded to Mr. M. Smith and the second prize to L. R. Spafford after he and Mr. B. F. Manley had tied, Mr. Spafford winning in the shoot-off.

Minister—Would you care to join us in the new missionary movement?
Miss A la Mode—I'm crazy to try it. Is it anything like the toddle?—Chapparral.

"MOVIES" FOR THE MONTH

May 13th, Main Feature: Douglas MacLean in "The Rookies Return."

Jimmie came back from war to peddle books—and found himself an heir to millions!

On condition! And that was the fly in his gravy! Until a golf ball "beaned" him and brought on a bad case of love. Now, hotfoot after a flirt and a fortune, he wonders how war could ever have been exciting!

Come and laugh at the funniest tale of love and adventure since "23 1-2 Hours Leave."

Paramount Post Nature: "From a Piscatorial Angle."

Mack Sennett Comedy: "Don't Weaken."

Illustrated Song: "Springtime."

May 20th, Main Feature: George Melford in "The Jucklins."

He saw another claim the love that he knew belonged to him. Because those who could not understand had bound the girl with "duty." But this is a tale of the Blue Ridge Mountains—of the brave old days of the pioneer. And this fighting school master's battle went to the finish!

De Haven Comedy: "Spirits."

Paramount Magazine Topics: Unpopular Science, Submarine. Sight-seeing, Cartoon, "The Town Pump Boys."

Illustrated Song: "Now I Lay Me Down to Sleep."

May 27th, Main Feature: William S. Hart in "The Testing Block." (The days of old, the days of gold, the days of '49!)

—And under a giant redwood, on a wild Sierra Slope, a little troupe of wandering minstrels.

A trembling girl, with a violin playing "Nelly Gray."

A band of outlaws listening.

Then—the spell is broken!—the demon awakes!—"Who shall take her?"—A maddening battle!—The bandit leader wins, and—

The rest is a song of a soul's regeneration.

Mack Sennett Comedy: "It's a Boy."

Paramount Magazine Topics: The Kingdom of Night, Double-Crossing Your Eyes, Cartoon, "Felix the Cat."

Illustrated Song: "Nightingale."

June 3: "SPECIAL ATTRACTION" Main Feature: Alma Rubens in "Humoresque."

That laugh on life with a tear behind it.

It is like life, crying to hide its laughing and laughing to hide its crying.

Where something more than melody sings out to human hearts.

A photoplay untwisting all the chains that tie the hidden soul of harmony.

It marches to eternal harmony whereto the world beats time.

A tale of joy and tears for feeling hearts.

A wordless melody of love and tears and laughter.

The photoplay that looks out upon



**REGAL AND DIGNIFIED THEY STAND—
THESE STALWART TREES OF "PLEASURE LAND."**

In and near our wonderful mountain camp are many of these monarchs of the forest; one especially comes to mind—a giant cedar, over 29 feet in girth that stands on the brow of the hill directly back of the camp. Only a few minutes' climb to the feet of this grizzled giant that no doubt has passed the 200-year age, and the view from its location is entrancing.

the stars of love and hope and laughter.

A song of human life. Humoresque—music by Dvorak; story by Fannie Hurst.

A story that thrums the heart strings.

A picture that visualizes love. "Potash and Perlmutter," "The Music Master," "The Auctioneer," "Madame X" all rolled into one.

Fatty Arbuckle Comedy, "His Wedding Night."

Paramount Magazine Topics—"Samoan Brevities," "Human Tide," Cartoon.

Illustrated Song: "Rose."

BLUE ROCK SHOOT.

The regular monthly blue rock shoot of the Pacific Electric Rod & Gun Club was held over the traps of the Vernon Gun Club on Sunday, April 24th. L. C. Spafford was high gun with a score of 43x50. K. L. Oefinger and H. L. Wiggam were next high men with 39x50 each.

Following is a list of shooters and scores:

	1st event	2nd event	Total
L. R. Spafford	.21	22	43x50
K. L. Oefinger	...18	21	39x50
H. L. Wiggam	...17	22	39x50
Jake Geopfert	...21	13	34x50
B. F. Manley	..12	17	29x50
O. F. Anderson	.. 5		5x25
C. H. Belt15		15x25

The next shoot will be announced at the regular meeting in May.

"Democrats Need Money."—Headline. And a lot of Republicans, Socialists, and Prohibitionists are in the same fix.—Columbus Dispatch.

GREAT TIME AT VENICE

It almost seems that any time we have an outing or a "Jinks" for this big corporate family of ours, it surpasses anything previously attempted; and, as a matter of fact, that is the way it should be. The more we give or do, the better we should know how, and the rule should apply in our play as well as our work.

The "clan" went to Venice on Thursday evening, April 28, as the guests of the Abbot Kinny Company for a carnival dance, and all had the time of their young lives, even if some of them had passed several lives before going there.

It was the occasion of the Band's annual benefit performance at which time we get together to show our appreciation of the splendid musical organization, and incidentally buy a few tickets to the affair in order to help in the purchase of a few needful things for the comfort or pleasure of the members. That the organization is appreciated and considered a very worth-while part of our "family" is attested by the attendance at the function as well as by the large sale of tickets.

Our own big band led the exodus for the Venetian city early in the evening, played about half of the dance program, and then gave way for the famous Venice dance orchestra to complete the evening.

Everybody danced; some more so than others; and it is said that our versatile Vice-President shook one of the most efficient "hoofs" on the floor, while the General Claim Agent and the Club Manager staged a most "fetching" exhibition dance composed



NO, THEY ARE NOT "BUCKING THE GROWLER"

It is a number of our fellow employees, members of the Pacific Rod and Gun Club, partaking of substantial nourishment at the Club, following the close of a splendid meeting of their association. They have some "doings" over at the Club, on Hill street, every twice-in-a-while. Do you belong?

of part Hawaiian atmosphere and the balance of "verve" and nerve. It went over with a big smash.

It was a large sized carnival and a much larger dance. Troubles and worries were forgotten for a time at least, and our special investigator has so far been unable to find a dissatisfied patron.

Let's have some more.

Mr. Charles C. Worley, who was our Camp Superintendent last year, will again, with his wife, take charge of the Pacific Electric Vacation Camp for this season, beginning June 1, and ending October 1, and all of those employees who were able to take their vacation at our camp last year, will undoubtedly be glad to know that if they are going to the camp again this season, that they will find Mr. Worley and his wife there to greet them and take care of them as in the past. Mr. Worley, who has been in the capacity of Assistant Manager at the club this winter, will be succeeded by Mr. Frederick Thielman, who will act in his capacity during Mr. Worley's stay at the camp.

RIDICULOUS!

"Jonas," ordered the farmer, "all the clocks in the house have run down. Wish you'd hitch up and ride down to the junction and find out what time it is."

"I ain't got a watch. Will you lend me one?"

"Watch! Watch! What d'ye want a watch for? Write it down on a piece of paper."—Legion.

LOVE OR LEAVE YOUR JOB

By E. L. H.

You have oftentimes heard men and women say, as they gather around in groups waiting for the whistle to blow in the morning, "I am getting tired of my job, and the way things are going. I am going to look for something else." Would it not be the same some place else? Maybe conditions would be ten times worse there, and maybe they would have to work harder.

When they complain about the Company, I wonder how they would like to have the Company always finding fault with them and their work. Do they stop to consider the privileges they have? Look around and see. Do other companies do any more for their employes, considering everything?

Some people could never be satisfied with any kind of work, or anything good of them, say nothing. If would be to go to work with a smile instead of a frown. A kind word, instead of a grouch. Think of the other fellow and how you can help him, instead of yourself and your hard luck all of the time. Help others and they will help you. Stop and think before you say an unkind word of anyone. If you cannot say something good of them, say nothing. If anyone comes to you with their tale of woe, listen, if you must, but keep your thoughts to yourself.

Words unspoken can never be repeated. Gossiping is poor policy. Do not bother your Foreman with all the gossip you hear. He has enough troubles of his own. He has to listen to enough trouble without

yours added. Why not try and make it easier for him? Say a cheerful word now and then. He likes a pleasant word and a smile as well as you like a smile and an encouraging word from him.

Think how you can improve your work and better conditions. Try this and see if you won't be better satisfied with your job, and if the Company won't be better satisfied with you. Above all, respect your Foreman's wishes and he will show you how he appreciates you and your work.

STEALING LANTERNS.

Thrifty truck drivers have, a number of times, purloined articles belonging to this company along streets where work was being done by our engineering department, and their petty thievery has resulted in loss aggregating quite a nice amount during the past year. One of these truck drivers on April 10th drove into the territory of the wrong watchman and stepped (truck 22-604) near Douglas and Sunset, and attempted to steal a red lantern, placed as a warning where track was torn up near that point.

Report was made by the watchman to his department head with the result that the driver was located, arrested and the watchman in the case, Mr. Cool, who was our principal witness, had the goods on the thief. After hearing the case the judge remarked to the prisoner: "Have you anything to say?" The prisoner replied: "Yes, I did not take the lantern." The comment of the judge was short, yet to the point: "No, he would not let you. Thirty days or thirty dollars," and the driver went back to jail.

BATTLES WITH BANDIT

Another one of our P. E. trainmen demonstrated his military experience in Pasadena on Thursday, April 14, when Thomas Ganea, conductor on the Washington street line of that city, was held up by an armed bandit at 12.40 a. m., and, instead of submitting to the bandit's demands, opened fire and routed his enemy who fired two shots in return. The bullets from the bandit's gun splintered the glass and some of the woodwork of one of the cars but inflicted no damage to the courageous trainman.

The management is very grateful in having employes of Ganea's stamp ready and willing to defend its interest and to combat crime in the manner displayed by him, and the congratulations of all of the employes are extended him.

WRONG SIGN

A farmer hitched his team to a telephone pole.

"Here!" exclaimed a policeman. "You can't hitch there."

"Can't hitch?" shouted the irate farmer. "Well, why does the sign say, 'Fine for hitching'?"—Bessemer Monthly.



HERE'S LOOKIN' AT YOU"

The Office Force at Torrance were feelin' fit and settin' pretty the other day, when along came the cameraman. The smiles worn on the occasion are properly enhanced by the seven real ones of the force portrayed. 'Twould have been a sorry looking gang without the ladies. Isn't that true, Mr. Small?

MECHANICAL DEPARTMENT NOTES

By W. M. Brooks

Jack Lynn of the Machine Shop is the proud father of a nine-pound baby girl. Born March 31.

The Mechanical Department extends its sympathy to August Ahrens. Mrs. Ahrens passed away April 18, at the age of 56 years.

Miss June Lind of the Mechanical Superintendent's office, left the service on April 15, expecting to move with her family to Santa Barbara. Miss Lind leaves a host of friends here who will miss her cheerful smile and ever readiness to help.

Mr. Al Holik, late of the Chicago Grand Opera Company, but now of the P. E. was the recipient of a very handsome floral offering from the girls of the Mechanical Department. O'Henry himself wrote a little book entitled "Cabbages and Kings."

Remember fellows, a little loyalty to the source of our daily bread will often add butter to the menu.

Mr. Carl Prange of the drafting room wants to know how many packs of cigarettes it takes to color a holder.

Mr. Wallace H. Gilbert, clerk to the Shop Superintendent, was elected Trustee of the City of Torrance at

the recent election and having received the greatest number of votes is entitled to the honorary title of "Mayor." We of the Mechanical Department take considerable pride in this achievement and congratulate Mr. Gilbert on a well earned victory. Mr. Gilbert has plenty of work to do and does it. Nevertheless he finds time to lend a helping hand to those who need it as the writer can well testify.

Mr. Gilbert desires through the medium of this Magazine to direct the attention of Mechanical employees living in Torrance to the Torrance Chamber of Commerce, and to invite their membership, that they may have a voice in directing the affairs of the new city. It is a duty they owe themselves and to the community.

The San Pedro Store Department is sure on the job. Frank Howe, Southern Division trainman, tore his trousers the other day. Boswell, as a joke slipped a requisition to the store for 1 Safety Pin. The joke rebounded for straightway back came said safety pin and for the good of all concerned was promptly placed in service.

F. C. Phalf has a hankering for the "movies." He was observed the other day chasing a pig down the right of way. This may have been

from an abundance of "pep," or he may have been rehearsing for his new picture entitled "Two of a Kind."

Mr. Gus Herbst, Foreman at San Pedro, has been on the sick list due to an operation on his tonsils. Hope to see him among those present soon.

It has been rumored around that "Two-Gun Reed" now packs an extra gun. There has been lots of hold ups lately and he believes in preparedness.

Mr. James Boswell celebrated a birthday lately, his fellow workers acknowledged the occasion by presenting him with a large bouquet and their very best wishes, with which we all concur.

C. A. Gorman of the Mill has had an enforced layoff the last few days, having cut his thumb on a rip saw.

Shaving and dust exhaust system for the mill is progressing and will soon be completed.

George Wheaton, Foreman of the Plating Department, heretofore mentioned in these columns as having moved to Torrance, is enamoured with his new home, and is now beginning to realize a long cherished dream and fill well constructed pens with fancy poultry. He has recently become the happy and proud possessor of an exceptionally fine brood of ducklings, which when they are grown will be attractive even after their pretty plumage has been removed.

Macy Street

Quite a number of men at Macy Street Carhouse have joined the American Rifle Association, having lots of sport, recreation and fun. The other day three members Jeff Rice, Clyde Miner, Frank Atkinson and D. Worrell indulged in a friendly contest with several Army officers at the Glendale Range. They proved that a hard working man can keep as cool as a cucumber in company with an officer when both are given a rifle and no commandeering is done.

As the Association has the support and encouragement of the Government it is to be hoped that many more of our men will avail themselves of this excellent opportunity to keep in trim for good sport, steady nerves, game hunt and national emergency.

If the present members keep up their good work and scores many members of the L. A. Police Department might some day call on the P. E. Boys to be "Shown" how to score a hit.

Pasadena

Fred Marsh our trustworthy Machinist, had a very sad story to relate. Fred's wife had occasion to hang out the day's washing which included Fred's B.V.D.'s. Along towards evening Fred went to the rear of his Domicile in quest of his B.V.D.'s and he was just in time to see the last remnant being devoured by his "Toggenburg Goat." The following day Fred's goat took a very severe attack of the Colic, Fred

glanced at the goat with a deep sigh of despair when a bright idea struck him, he tried Osteopathy and we are glad to say the Goat has fully recovered, but Fred is minus his B.V.D.'s

Clayton Bouck our Night Chief Trouble Shooter, has invested in an Automobile, it is a cross between a Ford and a Brush Roadster. Clayton takes delight in taking his Machine out every afternoon to see the sights. A short time ago Clayton was travelling along Colorado street and at the corner of Colorado and Fair Oaks he got stalled and was blocking the traffic when suddenly a passerby shouted to Clayton that his Trolley was off. As he gazed up at the wires overhead it suddenly dawned upon him that he was driving his machine and the last we saw was Clayton being towed into a Garage for inspection B. O.

Our old friend Bob King says that the reason he intends tying the Nuptial Knot is that it is cheaper to keep a wife than pay Uncle Sam an income tax.

Our Night Foreman, Neil Clark, is smiling all over these days. He has an addition to his family. The stork appeared with a daughter on April 14, and we are glad to say that both wife and daughter are doing fine. We all expected to see Neil pass out the two-bit cigars but so far he has neglected his fellow workmen and we are still smokeless. Anyhow we all join in wishing Mr. and Mrs. Clark and all the little Clarks good health and happiness.

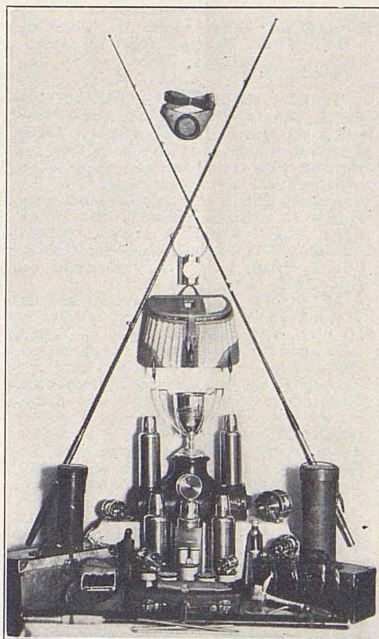
Sidney Parker, our chief oiler, has been promoted to Safety Inspector. Sid was some oiler and had no superiors and few equals when it came to slinging oil and grease and we hope he will be as successful on the Safety Inspection as he was on the oiling.

Raymond France, our night Safety Inspector is spending his vacation at present in Phoenix, Ariz.

We have got quite an acquisition to our staff in Mr. Jacob Mosel. Jake was for sometime Barn Foreman. He resigned four years ago to go to Cleveland, Ohio, but somehow Jake had a longing to get back to Pasadena and we are all glad to see him back and we know that he will take the same interest in his work as he did in the past.

Guy Fess, our Inspector at Echo Mountain, is very busy these days overhauling all the cars on the Mountain. He misses his old friend Jim Bernard. When Jim lived up on the Mountain, it was a common occurrence to see Jim covered with oil and grease assisting Guy to change an armature, but Jim absolutely refuses to go back to the Mountain as there are too many Lions up there.

Carl Loman, our handy man, states that it was not the Doughnuts that upset his constitution, it was the Hot Dogs. We humbly apologize, Carl,



PRIZES FOR ANGLERS.

These are the trophies to be given the most proficient with rod and reel during the coming season. The details of the contest are found elsewhere. The prizes are well worth any effort made, to say nothing of the joys of the sport. Hook 'em, fellows; hook 'em.

for making such a grave mistake. A short time ago Carl had a birthday party at his residence and I am sorry to state our correspondent was not invited. Carl claims it would be in the Magazine if I had been there. Never mind Happy, I got all the dope on the party.

PROMOTED

From the Vice-President's office comes the approval of the appointment by Mr. S. H. Anderson, electrical superintendent, of Mr. L. H. Appel, to be assistant electrical superintendent, effective April 1, 1921.

This official information will be received with pleasure by Mr. Appel's many friends in this company with whom he has been associated a good many years; and these friendships, as well as the promotion, he has won by his own efforts, through his courteous, painstaking and considerate application, not only to his duties, but to his friends. Congratulations and best wishes are extended to him on behalf of all of them.

MIGHT BE RIGHT AT THAT

"Maw?"

"Well, Junior——"

"Paw don't know much about music, does he?"

"Not very much; but why do you ask?"

"At the show this afternoon a man told Paw the lady on the stage was singing in high G and Paw said it sounded like L."

ASSISTANCE BADLY NEEDED

The Red Cross Asks for Renewal of P. E. Auxiliary Efforts

I have just received a message from Mrs. Naftzger that the American Red Cross is in urgent need of service during the month of May. Their particular need is garments for babies and small children of Europe. The fact that the Pacific Electric Red Cross Auxiliary did such wonderful work during the war has caused the Los Angeles Chapter to call on us again for assistance.

If there are any members of the Pacific Electric who feel that they can be of assistance at this time, I will be glad to make any arrangements necessary at headquarters.

Josephine Fletcher,
Purchasing Department.

COMPLIMENTARY

Two letters of commendation received by the company, because of the meritorious service of its employes, are published below, and for which the management is most grateful:

"While visiting Los Angeles recently, I had the pleasure of taking in a number of the day trips, namely, Mt. Lowe, Catalina, etc., which your company has arranged for tourists.

"Particularly I would like to make mention of your so-called balloon trip, covering the San Gabriel Mission, Ostrich Farm, etc., not only because of the very interesting stops, but especially of the very courteous, interesting entertaining and instructive conductor, who handled this tour. I am sorry I did not make note of either his number or name, but it left your Main street station at 9 o'clock, Wednesday April 13, 1921. (Conductor L. E. Boyer).

"In my estimation, and I am sure I would have the approval of everybody on that trip that day, he is a valuable asset to the Pacific Electric Railway, and his amiableness and courtesy made a lasting impression on two Bostonians.

"Very sincerely,
"Anna C. McPherson."

"In the name of the Hollywood Community Chorus and personally, I wish through you to sincerely thank the Pacific Electric for the very efficient service rendered the public on Easter Sunday morning. It was an excellent demonstration of real cooperation, the basic principle of all progress today.

"I am hoping your company may see the great future of 'The Bowl' and I should like the happy privilege of meeting some of your officials and pointing out some of the possibilities.

"Again thanking you, the company, and each and every motorman and conductor who worked 'extra' that thousands of people might attend the Easter Sunrise Service, I am,

"Yours for Community Spirit,
"Artie Mason Carter."

ENGINEERING NOTES

Dave Callahan, welder in the Bonding Department is enjoying a vacation, in which he intends exploring the untrodden fastnesses of the Yosemite Valley.

B. F. Manley has been training his eye of late and is making a very good showing at target work. Past experience has taught him that deer are entirely too restless for target practice, he hopes to be a 100 per cent marksman before invading the woods in the northern part of the state this summer. Mr. Manley also announces that the Rod and Gun Club are offering some very fine prizes for marksmanship. Anyone interested in this division of the club should consult him and take out their membership at an early date.

We are pleased to see Les Wood busy again at the preparation of Work order after his hasty trip to El Paso.

Mr. Olds of the Valuation Bureau was suddenly called to New Orleans on account of sickness in his family. We are pleased to learn that nothing serious happened.

Dwight King seems to be making a thorough survey of the Angeles National Forest Reserve on his weekends.

We have a branch of welfare work in our department that receives but little publicity, but one in which we should all take an interest; this is the camp work, carried on by Miss Carr and Miss Peterson amongst the Mexican families of our section gangs. If nurses were governed by the eight-hour law, these two ladies would certainly be violators, as their work has been very strenuous of late, owing to many little new arrivals in the camps. Any donations of new or used clothing can be put to good use if left at Room 690, P. E. Bldg.

We were favored during the month with a visit from J. R. Lowe, Superintendent of the S. D. & A. Ry. Co. Mr. Lowe was formerly one of our assistant engineers and his visits are always looked forward to.

We are glad to see with us again William Allott and Ben Attrill in the Valuation Bureau. Bill and Ben are endeavoring to obtain a true ledger value of Bill's flier, but it seems to be an endless job.

John Bennett is proud to announce the initial appearance of a weekly publication in his home town known as the Palm's Press. We predict a great future for this publication when it is backed by boosters like John.

William Moran, Section Foreman on the Glendale and Burbank Lines died of a stroke of paralysis on the morning of May 3rd. Condolances are extended the family.

SURE, THEY LIKE 'EM.

Pasadena Rhymster, in Theater Program, Writes Ode to Our Safety Cars.

Tinkle, tinkle, little car—if indeed that's what you are—running on the Fair Oaks line. How I wish that you were mine. I would put you in my flat as a playroom for our cat, so he couldn't catch our bird. You may think it sounds absurd, but when first the thing I spied, "Holy smokes" I wildly cried, "some one's child has strayed afar on his little kiddie kar."

When at length it came along, I decided I was wrong, thought it was the private bus of some plutocratic cuss who prefers to ride alone with a street car all his own, or perhaps a circus van. Then it was the little man seated on a stool in front did a great magician stunt, pulled a throttle open wide, then a casement by his side folded up like some big fan. When this novel act began, down a tiny platform dropped, and upon it people hopped with their car fares in their hands. Then I saw a sight! My lands.

Some had dollars, some had dimes. He makes change a dozen times, answers questions with a smile, hollers "Step up the aisle," pulls a lever here and there, regulating brakes and air. When he is prepared to go, shuts the bird-cage with his toe, moves a gadget with his knee—regulates the speed, you see—pulls the bellcord with his teeth, lest some folks get caught beneath. That would throw 'er off the track; maybe flop 'er on 'er back. Calls out names of every street, punches transfers with his feet. Thus he earns his daily pay, running cars out Fair Oaks way. Worth a jitney, yes, and more, just to see him fold the door!

New garages are on the increase in Glassel Park and Atwater Park. This probably accounts for the muscle bound condition of Leonard Biehler, Fred Bixenstein and Perry Newman on Monday mornings.

Mr. Medland, our payroll clerk, in Room 690, is kept very busy of late directing applicants concerning their personal records. It is necessary that all employees get in touch with Mr. Scott, Room 202, where a very genial cameraman will do the shooting in the ultra rapid style. Any one desiring extra copies of these untinted photos may obtain same from Mr. Shaw, Room 694.

Frank England has of late been keeping the office well supplied with fragrant flowers and the size and beauty of them speak well for the careful handiwork of our generous flower expert.

Dominick Lorenzini of the B & B department has recently suffered a stroke of paralysis; we hope that this affliction will be of short duration.

James Sullivan formerly of extra gang No. 8, has been promoted and is now section foreman on Section No. 5.

Mr. Elliott tells us that the carnival and dance recently held at Venice was a most enjoyable affair and suggests that more of the young bachelors and benedicts avail themselves of these affairs.

ACCOUNTING DEPARTMENT By F. H. Gilbert

Mrs. Scott has just returned and reports an enjoyable time.

Summer has come, for friend Dougherty has blossomed out with the first straw hat of the season.

Mike Levin reports his little girlie as being the best ever, but she will not detract from his interest in ball games.

Miss Margaret Taylor, of the Pay Roll Bureau, leaves for a two-months' trip to the City of Mexico to visit relatives.

Don't say I told you, but Earle Moyer is arranging to furnish the girl so that the furniture man can furnish the home.

Miss Bettis, our affable and expert Comptometer head is off on her annual vacation. We understand she will "take to the wood."

Mr. R. H. Deebach has been added to the Roadway Bureau, and Miss O. Hilson to the Stenographic Bureau, coming from the Efficiency Bureau.

Mr. S. W. Howe has been transferred to the Special Accountants' Bureau and Mr. Leland Smith takes the place of the head of the General Accountants' Bureau.

SERVICE CHANGES.

On April 14, 1921 Timetable No. 41 was put into effect on Monrovia-Glendora Line, only slight change being made over the superceded timetable. Train due to leave Los Angeles at 10 p.m. was changed to run through to Glendora, returning leave Glendora at 11:15 p.m. and Monrovia 11:36 p.m. and train due to leave Los Angeles at 12:01 a.m. was changed to leave at 12:30 a.m.

At the time magazine went to press some changes were under way on timetables—Redondo via Del Rey, San Bernardino, Riverside-Redlands, Pomona-North Pomona, Euclid Avenue, Crestmore and San Dimas.

AGENCY CHANGES

Effective May 2, J. W. Mee was appointed Agent at San Pedro, vice J. R. Johnson, who has bid in Wing-foot Agency.

LIKE FATHER, LIKE SON

"Tell me truly, does the baby really take after its father?" asked Mrs. Jones.

"Yes, indeed—why, when we took the darling's bottle away he tried to creep down the cellar stairs."—Bot- tler.

REASON ENOUGH

Susie: "Papa, what makes a man always give a woman a diamond engagement ring?"

Her Father: "The Woman."—Edinburgh Scotsman.

REDONDO BEACH NEWS.

Instructor Ted Combs has been busy of late, training the Redondo Beach Union High School Girls relay team for the big meet at Pomona on April 30. The entrants will be Thelma Derby, Virginia Holbrook, Gene Price and Daisy Sale.

On April 20, at the Olympic Club in San Francisco, Paul Nelson of Redondo Beach won third place in the Senior National 220-yard breast stroke event. Nelson pressed Skelton, first prize winner, and Howell, second prize winner, so close that he caused them to make a new world's record. Time, 3 minutes and 2 3-5 seconds.

The managers of information bureaus, together with those associated with them in the work in Los Angeles were the guests of the directors of the Redondo Beach Chamber of Commerce on Tuesday evening, May 3, at dinner in the Elks' Club. After dinner the Resort Dept. of the Pacific Electric Ry. Co., entertained them to a box party in the dance pavilion.

The management of the dance pavilion feature special stunts once in a while which always prove popular. The latest stunt was an aeroplane souvenir dance held on Tuesday evening, May 3. Hundreds of paper aeroplanes were let loose from various parts of the balcony in a flight over the heads of the dancers, which was novel and unique and caused lots of fun.

The bath house was closed during the first two weeks of the month and was opened again to the public on Saturday the 16th, after having undergone extensive improvements. New engines, pumps and piping being installed, also a new system of circulating the water in the plunge which guarantees an even temperature at all times. New tiling on the fountains, of an artistic design, together with the new coat of paint on the ceiling adds beauty to the interior.

Mr. A. L. Walton, formerly a superintendent of the water front, was a visitor in Redondo Beach during the month. Mr. Walton is home on a month's furlough from Europe. He is now comptroller for Europe for the International Committee of the Y. M. C. A., and handles the student relief fund, working under the Hoover commission. Mr. Walton has been visiting many of his old friends amongst the P. E. family, and they are all delighted to see Art, as they call him, looking so well and happy.

MOUNT LOWE NOTES

Mrs. Breininger and children spent a few days at the Tavern with her husband, who has charge of the alterations.

The office in the tavern has been remodeled making it a modern hotel workshop, affording more room and light for the office force.

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

Passenger Revenues	\$ 1,083,281.98	
Freight and Switching Revenue	372,288.79	
Other Revenue	61,441.03	
Total Railway Operating Income	\$ 1,457,011.80	
Total Railway Operating Expenses:		
Wages	715,825.29	
Other Charges	438,097.27	
Transportation for Investment—Credit	2,640.94	1,151,281.62
Revenue Less Operating Expenses		305,730.18
Depreciation	22,871.13	
Taxes Assignable to Railway Operations	63,129.64	
Total Depreciation and Taxes		86,000.77
Revenue Less Operating Expenses, Depreciation and Taxes		219,729.41
Non-Operating Revenue		7,705.01
Net Revenue		227,434.42
Interest on Bonds and Other Debt	318,511.00	
Rents and Miscellaneous Income Deductions	34,491.59	
Total Deductions		353,002.59
Loss for month.....		\$ 125,568.17

H. A. CULLODEN, Auditor.

Los Angeles, California, March 31, 1921.

REPORT OF HOSPITAL FUNDS In Accordance with Chapter 667, Laws of 1915

State whether Corporation, Company, Association, or Joint Stock Association: Corporation.

(Address): Pacific Electric Building, Los Angeles, California.

Operated in conjunction with: For Company employees only.

(Give names of Utilities, the employees of which receive service from respondent): None.

This form of report of Hospital Funds should be filled out and returned to the office of the Railroad Commission of the State of California, No. 870 Market Street, San Francisco.

Number of those participating in hospital benefits: All employees in service of Company three days or more.

Amount of fee charged each participant: Fifty cents to \$1.50 per month.

Number of participants who received benefits due to accident: 1167 (129 injured while off duty, 1038 injured while on duty).

Number of participants who received benefits due to sickness: 4809.

State average time consumed in recovery of accident disability: 10.2 days.

State average time consumed in recovery of sickness disability: 5.3 days.

State total amount collected from all participants for hospital benefits: \$48,241.20. Also \$400.00 interest on (16) Pacific Electric Railway Company First Mortgage Bonds.

What were the total expenditures?	(1) Accidents	(2) Sickness
Distributed as follows:	\$16,061.72	\$37,747.20
(1) Professional services	8,457.82	16,819.97
(2) New and additional permanent equipment	None	None
(3) All medical supplies	1,481.44	3,621.12
(4) Provender	None	None
(5) Miscellaneous	6,122.46	17,306.11

Balance on hand: \$1,245.00.

What disposition is made of this balance of funds? Investment in (16) Pacific Electric Railway Company First Mortgage Bonds, \$14,815.00.

Miscellaneous		
Conveyances	\$ 101.50	\$ 93.49
Emergency and Special Services	723.00	2,420.08
Library, Stationery and Telephones	229.08	229.24
Rentals and Payments to Outside Hospitals	4,753.87	14,248.09
Miscellaneous	315.01	315.21
	\$ 6,122.46	\$17,306.11

OATH

State of California,
County of Los Angeles—ss.

I, the undersigned, H. A. CULLODEN, Secretary and Auditor of Pacific Electric Railway Company, on my oath do say that this report has been prepared under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the Hospital Funds of said company in respect to each and every matter and thing therein set forth.

(Signed) H. A. CULLODEN,
Secretary and Auditor.

Subscribed and sworn to before me this 1st day of April, 1921.

(Signed) NAT B. BROWN,
Notary Public, Los Angeles County, Cal

Mrs. R. Mather spent several days with her husband, the genial chef at the Tavern. They spent one day in visiting neighboring resorts.

Linemen have strung a feeder to the last mile of trolley on the Alpine Division boosting the power and enabling the cars to make much better time.

Mr. and Mrs. W. C. Goodhue, who have been guests at the Tavern for over a year, have returned to Los Angeles where Mr Goodhue intends going into the garage business.

Ollie Means, one of our popular waitresses, has returned after a two weeks' vacation, and is so much rest-

ed from her trip that she is now able to swing two trays at once and keep her pleasant smile.

Manager Vickrey, president of the Greeters' Association of Southern California, left last Thursday to attend the National Greeters Meeting which is being held at New Orleans. Mrs. Vickrey accompanied him on this trip.

On April 20 the managers of the Information Bureaus and those associated with them in their work, were the guests of the Tavern over night. They were shown the various accommodations that the Mt. Lowe resort has to offer to the visitor. They came away very much enthused by all they had seen and are now in position to give first-hand information to the various inquiries they receive from time to time from the tourist and vacationist regarding Mt. Lowe resort.

DAVID A. BRUCE

On the evening of April 4, 1921, at his home at Redondo Beach, David A. Bruce, who had for a number of this company, passed to the great beyond and his demise was received with much regret by his many associates past has been in the employ of cates on the system.

Mr. Bruce was born in Toronto, Canada, 65 years ago, coming to California at the age of 15, settling near San Bernardino. For a number of years, prior to coming into the Pacific Electric service, he was with the Southern Pacific Company at Colton, later coming to the Pacific Electric, serving at a number of points, but for the greater part of his time he was agent at Redondo Beach, where he also had charge of the wharves and shipping. More recently he was transferred, at his own request, to Wingfoot Station where the Goodyear plant is located, which position he occupied at the time of his death. Mr. Bruce was a member of the club, Mortuary Fund, and active in all company employees' affairs.

Burial occurred at San Bernardino April 7, at the Pioneer Cemetery, under the auspices of the Knights of Pythias of which he had long been a member.

Condolences are extended to his widow, Mrs. Lillie D. Bruce and to his surviving son, C. A. Bruce and other relatives.

CHARLES SANDERS

Employees, especially those of Pasadena, were shocked on Saturday morning, April 23, to learn that Motorman Charlie Saunders had died suddenly during the night.

On account of his sudden demise, the coroner held an autopsy over his body and the cause of his death was given as dialation of the heart. Charlie had been in the employ of the Pacific Electric for over twenty years and will be remembered for his lovable disposition. He was well thought of and spoken of by all with whom he came in contact.

He worked his run on Friday and

STATEMENT OF RECEIPTS AND DISBURSEMENTS OF EMPLOYEES' MORTUARY FUND, AUGUST, 1918, TO MARCH 31, 1921

Date	Name	Amount	Date	Name	Amount
1918			December—		
August—			C. H. Griffith	342.00	
Harry C. Delbridge	283.50		John H. Carroll	470.00	
October—			1920		
S. L. Atkinson	291.25		January—		
Chas. Athens	319.75		Ernest Coulter	453.25	
Wilfred Hall	319.75		George Masters	453.25	
November—			C. R. Martin	425.00	
Joseph Wolf	319.75		Sampel E. Toles	425.00	
December—			February—		
Wm. H. Tremayne	399.00		Geo. A. Bigelow	437.00	
Wm. T. Wyatt	399.00		Levi J. Good	444.00	
1919			John J. Steigler	444.00	
January—			April—		
Frank F. Schmidt	428.50		Thomas Barnes	405.00	
February—			William I. Miller	410.00	
F. D. Wellman	477.75		July—		
Ignaz Blasnek	477.75		Alfred Brown	495.50	
Samuel L. Claridge	477.75		September—		
March—			D. O. Nevins	475.00	
Chas. Newcomb	563.00		James K. Barnes	499.00	
April—			October—		
L. A. Lewis	518.50		Joseph M. Garrett	415.00	
Isaac A. Tuttle	526.00		November—		
Joseph N. Bradford	526.00		D. W. G. Roberts	477.00	
Albert F. Donnelly	533.50		R. G. Evans	490.00	
W. J. Veimer	533.50		Phelps Reed	490.00	
May—			Frank H. Murphy	490.00	
Wayne H. Palmer	534.50		December—		
Arthur M. Clifford	534.50		Clay S. Johnson	504.00	
C. D. Satcher	532.50		Arthur P. Brossoit	504.00	
Chris Hansen	532.50		Sam Krantz	504.00	
Ivan Kirkman	532.50		Chas. Honeysett	504.00	
June—			1921		
John J. Holdsworth	538.50		January—		
July—			Dr. Geo. L. Hutchinson	504.00	
C. R. Crooks	538.00		J. P. Johnson	504.00	
August—			Sam T. Humer	504.00	
Joseph Salerno	523.75		February—		
Grant Darling	523.75		Samuel Paul Maxwell	583.00	
September—			Thomas J. Hale	583.00	
J. M. Hardin	211.00		Chas. Lackman	583.00	
Jos. W. Gooding	210.75		Viola Jones	583.00	
November—			March—		
J. F. Wright	210.75		Daniel W. Clifton	601.30	
T. W. Elliott	342.00		David A. Bruce	601.30	

TOTAL RECEIPTS\$28,821.85
 TOTAL DISBURSEMENTS 28,792.85

BALANCE\$ 29.00

Balance represents collections from new members after March payments had been made.

Approved: H. A. CULLODEN,
 Auditor.

went home at about 1 p. m. When he did not come down for breakfast the persons with whom he roomed went up to learn the reason.

The funeral was held on Monday, April 25, at the funeral chapel of Reynolds and Erbely. The chapel was filled to overflowing with his friends both on the 'road' and off. The funeral was in charge of the Pasadena Lodge of Elks No. 572, of which he was a life member.

The eulogy was delivered by Mr. H. E. Rodenhouse, assistant superintendent of the northern division, who is himself an Elk. The floral pieces were numerous and beautiful. Among the most striking was one from the employes and trainmen of Alpine Tavern, one from the Pasadena Lodge of Elks and one from the fellow trainmen and officials of Pasadena.

In passing, we have lost a faithful and honest fellow trainman, and we remember him as he was, faithful, loving and just.

GEORGE H. PAYNE

It is with deepest regret and heartfelt sympathy for Mrs. Payne that fellow employes and associates learned of the great loss she sustained in the death of her husband and our friend, George H. Payne, at Los Angeles, Tuesday, May 3.

After twenty-five years of faithful and meritorious service with the Pacific Electric Railway Company, Mr. Payne ranked as one of the oldest of employes in the service.

Having been in poor health for some time, Mr. Payne was forced to withdraw, about three months ago, from business activities as travelling freight agent of the General Freight Department, to seek renewed health, having at the time great expectations for a speedy recovery.

By his wonderful personality and sincerity, Mr. Payne proved himself at all times a valued representative of this company, and because of his kind smile and word of courage and spirit of devotion for the welfare and comfort of others he will be remembered by his many friends and acquaintances with the highest esteem.

The officials and trainmen of the Western Division extend their deepest sympathy to Conductor I. E. Wagner and wife whose daughter was fatally injured by an automobile Friday, April 22, and passed away the following Monday. Wagner took the remains east for burial and intends to return to work in the near future. We all want to see him soon as he is well liked by all.

GOSSIP FROM THE TROLLEY

SOUTHERN DIVISION NOTES. By F. J. Oriva.

Conductor E. W. Lindsley got Run No. 52, in bid.

Conductor C. White got Run No. 500 in the bid.

Motorman C. W. Herold got Run No. 11, San Pedro, in bid.

Motorman E. Witman is back to work after being off, sick.

Conductor H. C. Christensen is breaking in as a dispatcher and doing fine.

Conductor F. W. Lindsley is now breaking in as a dispatcher. Getting along nicely.

Conductor F. T. Blakeley injured his leg and was off about a week. He is back on the job again.

Conductor N. C. Dale was working the list so long that he got tired of it. He bid on Run No. 97, and got it.

Welcome our old friends Dispatchers Perry and Paul back in train service—another case of wire troubles.

Don't forget the Transportation Meeting once a month. Refreshments after meeting. We won't keep you out late.

Conductor J. H. Taylor, after working Watts so long, decided to bid on Main Line Run No. 15, San Pedro, and got it.

Another good man went wrong. But just the same our heartiest congratulations to Trainmaster Bowers on his coming marriage.

Just mind you fellows. The flying Dutchman was on, one morning, shipyard trip, 37 seconds late. Shame on you Mr. George Bauer.

Trainmaster William Rich spent his vacation at San Diego. Having a fine time, I guess. He visited Tia Juana, but he did not say anything about it.

Depot Master Walley and Motorman F. B. Howe went to New Mexico to visit some oil land they are interested in and say they are doing very nicely.

Motorman Neves, after reading in statistics, that California has more autos than any other state, quit the road and went back on his old switching job.

It's funny, they call 'em "one man jokes"—wouldn't work 'em for no money. And still they all bid on them. What you say Conductor Toegle?

Boys, we still lead in coasting. The other divisions are trying their best to beat us, but don't let them beat the Southern Division. Keep up the good work.

Ex-Dispatcher E. G. Paul bumped Motorman L. T. Downs on line car. Downs in return bumped F. B. Howe on run No. 70. F. B. Howe bumped on Run No 25, switching, San Pedro.

Motorman Oliver lately looks very tired. His righthand man, Conductor Petty, claims the tired look came through tireless trying in the tire business, which proved to be very tiresome.

Motorman Delisle said: They almost gave him 21½ brownies for speeding, but sh! This conductor says: Some day they're going to arrest him for blocking the traffic. Now which is the truth?

What is the matter with the line cars. Motorman Philip bid on Run 15, Motorman Dunn took Run 70—they both swore to go back on line cars, soon as they start to run the P. E. train by wireless.

Since our Henry took the hard job on the supply car, he looks 40 pounds heavier. He used to be one of the most popular trainmasters, and now he enjoys even more popularity. What is your secret, Henry?

Boys, there are plenty of strangers in Los Angeles who do not know of the wonderful Trolley Trips the Pacific Electric have. At any time you have a chance to talk to them and explain the different trolley trips, do so.

Since the girls started to roll their own, our most popular Supervisor Handy Andy has no hardships to get the trainmen to obey rule No. 131313—to stand by the steps 5 minutes before train starting out. In fact he volunteers himself to stand by.

Conductor Smithy is trying to make side money in the chicken business. And he was talking something about 8-hour law or o—Just wait, till he gets his chickens and will get up nights to fill up hot water bags—then it will be 25 hours a day. But just the same, good luck to the omelette farm.

We all would be sorry to lose the most popular fellow worker Trainmaster Bill Rich from San Pedro, but the way it looks, Assistant Traveling Chief Switching Foreman Roy Fausser of San Pedro may bump him, unless he changes his mind and takes in consideration the railroad ministers portfolio in Jogo Slavia.

Stay with your position. Success does not come from jumping from one

kind of work to another. Success comes to the man who finds the work he is best suited for and likes the most and then sticks to it. Only a short time ago a man was made president of a large eastern railroad and that same man started years before as an office boy. In Southern California we have the most ideal climate and working conditions in the world. We do not have to plan for winter coal and winter clothes and people are not bothered by the heat here as in eastern cities. With all these natural advantages we have the Pacific Electric Club; the Mortuary fund; dances every Thursday evening; moving pictures every Friday evening, we have one of the best bands in the country, also have a picnic once a year and Pacific Electric Camp where employees may spend their vacation with the family. The employees of the Pacific Electric Railway have a most brilliant future before them and as I said before, success comes by staying with your position and loyalty to your superiors.

LONG BEACH

Conductor Hilgren is taking a much-needed rest, enjoying a vacation.

The oil magnates, Conductor Riddick and Motorman Helm, are still on furlough, drilling for recruits and oil.

Want to hear from some of the other division "lucky" pool players. to compete with our Motorman Blight—for he is a wonder.

Motorman Smead returned to Long Beach. Like all good chickens, he came home to roost—looking fine after a "one-man" operation in San Pedro.

The stork increased the "P. E. Family" as follows: Conductor Heron, a girl; Conductor Beckley, a boy; Motorman Connor, a girl. Congratulations from the boys and best wishes.

You should see our amiable Foreman Schofield snuffing and wiping sand out of his ears after a trip to San Pedro, that terrible windy night. Never mind, Harry, better nights coming.

Long Beach is well represented in Company B. First Sergeant Harold and Sergeant Howland, Gugler Freddy are the men, and there is the makings of a good man in Private Viljoehn.

Our Trainmaster, A. O. Williams, has again gotten down to long hours and hard work. His assistant, Mr. Walker, could not stand "Beach Life," so went home to the "Great White Way" at Watts.

We lost Motorman Herold, who took run 11 out of San Pedro and Motorman Buzzard, who is tacking a one-man car at Pedro, also, but gained back our old fighting friend,

Conductor L. L. Wilson—Pedro has no charms for him. Motorman Phillips has taken run 15 out of Pedro.

Motormen on the night main line runs may now increase their coasting, as no more stops at midnight or thereabouts will be necessary at Los Ceritos, as our clerical friend Tucker has followed the old saying, of you love the girl, why don't you marry her? Congratulations and best wishes from Long Beach trainmen.

NORTHERN TROLLEYGRAMS By P. H. Riordan

We understand there is a new manager at the Blake household now. Conductor L. G. Blake is now in double harness.

Conductors Rhoades, Durkee, Faming and Motorman Holliday are now taking orders for fish. Delivery sometime on May 6?

C. C. Tibbets, Terminal Foreman at Pasadena, is on the sick list. F. C. Roberts is working the day trick and R. H. Dorman is working the night trick.

Conductor T. Ganea, who was held up at the end of the East Washington line on April 14, engaged in a gun battle with the bandit and succeeded in driving him away. Good work, Tommy.

Misfortune seems to follow the genial Frank Wheeler. He has been slowly recovering from a broken leg sustained several months ago, and recently was unlucky enough to lose his wallet.

Conductor Amos, of the Short Line, says it is rather discouraging at times trying to please the riding public. However, he says that his efforts are not exactly "fruitless" as he has been handed a lemon several times.

You hear of getting shoes heeled and soled while you wait, but it remained for "Bob" Dorman to have his shoe relieved of its sole and heel while he waited. Reason? Not enough room between the platform and incline car when it started up.

"Jim" Grattan, who for the past fifteen years has been "breaking in" as a conductor on the Lincoln Avenue line, now has a car all to himself, as he has a run on the North Loop line. "Jim," by the way, is rapidly developing into one of the finest motormen that ever flattened a car wheel.

Shuster, who was, or is, a conductor by trade, is now appearing on our boulevards in his new "Birney." Shuster says, as a conductor, his greatest trouble was getting his passengers to move up and not block. But, with his well-trained "Birney,"

he can instantly move them all to the extreme rear, or land them all in front—as the occasion requires.

Tom Morgan is proving extremely popular with the ladies on the Arroyo Seco. He reports that riding is so heavy on his particular run that he is obliged to make all safety stops at 20 m.p.h. John Rowan of the same line says he has no desire to disparage Morgan's popularity, but contends that they prefer Tom's car as his 286 pounds make an almost perfect ballast.

A resident of Pasadena wrote an article in one of the local papers in which he severely criticized the city's water system. He averred among others that it had a very perceptible odor and was of the "color of a motorman's collar." Since the publication of the article, Lou Blake and H. Sloane have become much incensed over the matter and both are trying hard to ascertain the identity of the writer.

Alighting from a car on North Fair Oaks the other day, we glanced up toward the car barn and office and was much pleased to note that the "powers that be" had installed a much-needed awning in the trainmen's room and one of various and gorgeous hues. Imagine our disappointment, however, when we later discovered it was only Theodore Senram standing in the doorway all "dolled-up" for a day's outing.

L. I. Kelly, who nightly guides a one-man-car through the wilds of North Lake Avenue, has also attained considerable fame as a culinary artist' having acted in the capacity of chef in some of the finest hotels in Lamanda Park. Lately, "Kel" has been employing his talents in trying to produce a perfect home brew, but has given up in disgust and has gone back to chewing "Brown's Mule." Kelly claims he can get more of a "kick" out of the latter.

WESTERN TROLLEYGRAMS. By E. C. Brown

The trainmen note with pleasure the cashier's office at Hill Street Station is being enlarged.

Trainmen whose duties permit are urged to attend our "get-together" meetings once a month.

Glad to know Mrs. Speak, wife of Conductor Speak of Sherman, is rapidly recovering from her recent illness.

M. H. Stanley formerly a conductor has changed to a motorman and likes the front end. Good luck to you, Mark.

Motorman G. L. Leet of Sherman took first prize at the Sherman Mas-

querade ball and also first at the P. E. Club Masquerade ball. G. L. sure wears a mean mask, boys.

A very pretty wedding occurred at Santa Ana April 16, when Miss Gladys Rae married Conductor W. H. Williams of Sherman. Congratulations are extended to the couple by all.

Motorman Joseph Ross of Hill Street is nearly through building his new home in Edendale and the word is being passed that a house warming party will be in order soon. "Atta boy, Joe."

Mr. J. E. Glancy of the General Passenger Department attends our "get-together" meetings regularly and he is always willing and ready to answer all questions for the trainmen relating to tariff.

Would like to see more trainmen attend our "get-together" meetings. Each month important questions arise and it is one sure way of showing you are interested in your work by coming and discussing these questions. Think it over.

There is some talk of holding an athletic night at the P. E. Club. Now, boys, if any are willing to box or wrestle, send your names to E. C. Brown, Hill Street Station, and Manager Stuart of the Club will gladly assist in making this event a success.

(H)ARMLESS LADY

She (pouting)—And just to think you used to call me your Venus de Milo.

He—I was away off. A Venus de Milo could never go through her husband's pockets.—Boston Transcript.

YOU TELL 'EM

"Say, Sambo, what's all dis heah diplomacy stuff?"

Sambo—"Dat is powful hawd to explain, but it's like dis: B'foh de woh I was a bell hop in a hotel, an' one night I bus' inter a room widout knockin'. My Lawd, dere was a lady sittin' in a tub washin' herself. Niggah, I was sure paralacized, but I backs out de room, closed de doh, and sez, X-cuse me suh-h-h.' Dat's Diplomacy."—Electrical Trade.

Insatiable Birds.

A new story is going around the financial district about an old southern negro who was asked by the proprietor of a store how he happened to need credit when he'd such a good cotton crop.

"De ducks got 'bout all dat cotton, sah," was the mournful reply.

"What do you mean the ducks got it?"

"Well, you see," explained the old man, "I sent dat cotton up to Memphis an' dey deducts the freights, an' dey deducts the storage charges, an' dey deducts the commission, an' dey deducts the taxes—yes, sah, de ducks got 'bout all dat cotton an' dat's why I'm here."—Boston Transcript.

DON'T MR. CONDUCTOR.
DON'T punch out A. B. C. or X. Y. Z. shown on triplex, unless Bulletin instructions have been issued by the General Passenger Dept. authorizing you to do so. Under no circumstances should these spaces be used, unless such instructions are issued.

DON'T expect passenger to obtain refund on a P. C. R. receipt for fare paid under protest. Form P-34, card receipt, must be issued in addition to P. C. R. receipt, in all cases, upon request, or whenever passenger is entitled to, or liable to make application for refund. Supply of these card receipts should always be in your possession, when on duty.

DON'T punch ticket or transfer for more than one date, time or destination. Should an error be made, or should you have punched in advance, more tickets or transfers than can be used on date punched, cancel same, fasten together, and remit with other ticket collections, making notation on trip sheet to cover. Good judgment should be used, and avoid as far as possible, punching in advance, more tickets or transfers than necessary.

DON'T fail to issue upon request transfers to local cars in Pasadena, on one-way or round-trip or on commutation tickets reading between Los Angeles and Pasadena, or between all South Pasadena points and Pasadena, whether or not such tickets read Pasadena, or Pasadena (Colorado and Fair Oaks) and such tickets must also be honored on Local cars, from any point within defined limits of Pasadena.

DON'T issue Form Spl. C-10, in exchange for tickets collected or when selling tickets to Los Angeles, from any point outside the defined limits of Pasadena.

DON'T issue P. C. R. cash fare receipt and Green transfer, Form P. C. 1, when one-way fare is collected between Los Angeles and Pasadena, or between Palm Avenue and Pasadena, when it is necessary to transfer passenger at Mission and Fair Oaks. Triplex must be used in such cases, punching therein amount of fare collected.

DON'T refuse to honor transfers or tickets which have been accidentally torn. When portions presented for transportation, show proper time, date, transfer point, or destination as the case may be, same should be accepted.

DON'T collect additional one cent cash, on Employees' 100-Ride Family Commutation Tickets, which read "Within 5 cent limits of city punched." These tickets are good within the defined "Six Cent" fare limits of city punched, without payment of additional cash.

DON'T fail to study carefully instructions relative to "Acceptance of Commutation Tickets," Section 2, Page 3, Bulletin P. D. 459-E, as well as all other matters explained in this Bulletin.

DON'T fail to note Page 3, Local Passenger Tarif 802 which provides that one-way and round trip fares between San Pedro and points on Newport Line apply thru Long Beach only while commutation tickets reading between San Pedro and Seal Beach and points south thereof are good via Long Beach or Dominguez Junction.

DON'T refuse to honor steam line or steamship tickets in which mark "B" or "BC" has been punched. This simply means that baggage has been checked on ticket.

Transportation Department Meetings

NORTHERN DIVISION MEETING.

The regular meeting of the Northern Division Trainmen was held on April 19, 1921, at the Pacific Electric Club, Chairman McDaniels calling the meeting to order at 8:10 P. M.

There were present about thirty trainmen; also Assistant General Superintendent J. C. McPherson, members of the Northern Division Staff, Mr. Birmingham, of the Traffic Department, and Mr. Briggs of the Mechanical Department.

There being present none of the members of the Committee appointed to go to Sacramento to look after the Trainmen's interest on the Eight-Hour Bill, Mr. Bradley reported that the Bill had been defeated; also that a companion bill in the Assembly had also been defeated.

All unfinished business from the last meeting was reported upon by Mr. Bradley.

New Business.

Communication from Conductor G. L. Buntin, that the registers on the 100 class cars are badly in need of oil or attention of some kind. They are hard to operate, and it is almost impossible to register fares hurriedly.

Disposition: Referred to Mechanical Department for action.

Communication from Conductor Brosie, that the derail on the south end of the Santa Fe transfer or Aliso Street be moved seven feet south so as to accommodate five 40-foot cars.

Disposition: Referred to Engineering Department.

By Motorman R. Garst, that Block No. 17 at Anderson Street be changed by placing the small yellow light below the red light to eliminate the one minute delay.

Disposition: After considerable discussion, it was decided to discuss this with the Signal Department before recommending any change.

By Mr. Ewing, complained of the jitney busses in Pasadena on the Lamonda Park Line between Los Robles and the end of the line stopping in such a way at the side of the P. E. cars that it blocked the passengers' way when they wanted to board the cars.

Disposition: Referred to Mr. Rodenhuse to see if City Authorities could correct.

That North Lake cars be equipped with signs reading "Car House" so that passengers would not board roll-in cars that would not carry them to their destinations; and that the Montana street cars be marked North Fair Oaks, as this would cause less confusion to strangers.

Disposition: Mr. Bradley stated that he would make a study of it and see if present scheme could be improved.

By Motorman Newman, that the headlights be dimmed at Anderson Street instead of First and Los Angeles.

Disposition: It was stated that there had been objection to this on account of Aliso Street being dark and that the rays of the headlight would help to prevent accidents at cross streets.

By Motorman Gardner, that the main line trains be slowed down while passing Macy Street Club, as several trainmen had had close calls at that point when leaving the outbound local cars.

Disposition: Mr. Bradley stated that it would be checked up and see what action was necessary. That it might be advisable to place a fence between the main line and local tracks.

That the landings be extended on the main line on Long Beach Avenue at 22d Street, as local cars often used the main line at that point.

Disposition: Referred to Mr. Davis. By Conductor Fielder, that the signal cans be done away with, and conductors carry the torpedoes and fuses in their pockets when protecting the trains, on account of it being hard to get them out of the cans.

Disposition: After being discussed at length, it was decided to recommend that the partition be left out of end, that is used for the flag; and the end that is used for fuses be made just

long enough for the fuses and the end used for the torpedoes be made about 4 or 5 inches deep on account of the cans not being large enough for a man to reach in and get them out.

By Mr. Garst, that all cars be supplied with two red flags as they are needed when taking the crossover on the main line.

Disposition: The Instruction Department are instructing to use torpedoes for such movements and therefore a second red flag is unnecessary.

By Mr. McDaniels, that the towerman at 6th and Main be instructed to let the 1:01 P. M. Short Line out ahead of the 1:01 P. M. San Pedro train, on account of the San Pedro crew loading papers at the foot of the viaduct, causing unnecessary delay to the Short Line.

Disposition: Referred to Mr. Kuderna to take up with the Signal Department.

By Mr. Welch, that the 5:15 P. M. Pomona crew be lined up to change the change-over switches after clearing the switch at Valley Junction, instead of changing them at the switch and delaying the trains following.

Disposition: Referred to Mr. Kuderna to line up the crew in question.

By Mr. Hayes, suggested that the inbound local give the outbound limited trains the block when they both approach the bridge at the same time at El Monto.

Disposition: It was stated that this would be taken up with the crews on the locals and have them do so when they see them coming.

That hat check holders be placed on the backs of seats of all cars.

Disposition: It was stated that this had been taken up before; that a car had been equipped and was being tried out at the present time, and that the scheme had been approved. The matter of equipping other cars was being held up while a decision was obtained as to whether it would conflict with any patent rights.

That passengers bound for Garfield, Ynez and Alhambra Avenue, at times buy a ticket to Ramona Park and expect to ride to Alhambra Avenue on the ticket; that the fare is one cent more to this point and causes a great deal of trouble.

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

That all Company mail be sent out on a certain train each day, and the agents lined up to meet the train and get the mail to avoid delay to the train by the conductor delivering it to the depot.

Disposition: Mr. Bradley stated that this would be taken up with the agents through a circular letter—if it could be arranged to carry all Company mail on particular trains.

By Motorman Garst, that the San Gabriel trains be given more time between Indian Village and Sierra Vista and less time between Valley Junction and Indian Village.

Disposition: It was stated that this would be kept in mind when a new schedule was made on that line.

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

H. L. Wiggam,
Secretary.

EASTERN LINES.

The regular monthly meeting of the Northern Division, Eastern Lines, trainmen was held at Riverside April 12th, 1921, at 7:30 P. M., Chairman Corl calling to order.

The minutes of the previous meeting were read and approved.

Unfinished Business.

That step located on the side of 500 class cars near the grab handle be raised 10 inches on account of passengers being liable to strike their hands against same when taking hold of the grab handle.

Disposition: This step cannot be changed on account of safety appliance.

That on some of the 500 class cars there is only one globe in destination signs, which only partially illuminate same. There should be two lights so

that the whole sign may be illuminated.

Disposition: These signs will be fitted up with two globes when overhauled at the shops.

That train leaving Riverside at 4:30 P. M. for Corona has a number of sacks of mail and conductor handling same would like a cart.

Disposition: This matter was checked up and it was not deemed necessary to furnish a cart.

That there should be a bank of lights at Palmyrita to enable the motorman to see passengers, which he is not able to do at present owing to the location of the wig-wag light.

Disposition: This matter has been checked up and installation of lights was not found necessary.

That there are a number of spikes on the Crestmore Line that have worked part way out of the ties and the flange of the car wheels hits them.

Disposition: This has been taken up with the Salt Lake Railway.

That the track walker, on the Crestmore line, has a speeder equipped with device for pushing torpedoes off the rail, and it was suggested that he be instructed to replace same.

Disposition: This has been taken care of.

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

Disposition: This has been taken care of.

That motorman's valves on 500-class and 130-class cars are very stiff and should be oiled.

Disposition: This has been looked after.

That a station sign be placed at Nevada Street, on the Redlands Line.

Disposition: This sign will be installed.

That the wavy glass in the motorman's window on cars 130 and 1300 should be replaced with clear glass.

Disposition: This has been done.

That the telephone be raised about 4 inches in the telephone box at Crestmore so as to allow the register book being placed underneath without tearing the leaves.

Disposition: The Electrical Department has attended to this.

That sign at Revine siding reading "For Freight Only" should be removed, as it is confusing to some of the new men, who get the impression that passenger trains should not take the siding.

Disposition: This sign has been taken down.

That seat at Ohio Street on the Redlands Line be moved to Clay Street as the stop at Ohio Street has been eliminated.

Disposition: This has been done.

That the switch frog at Mexican Camp is in very bad condition.

Disposition: A new one has been ordered for this point.

That a small box should be put in car No. 137 to enable the conductor to reach the register to put in his key, as the position of this register is unusually high.

Disposition: This has been taken care of.

That a tree near Arrowhead substation has been undermined by water and will soon fall over onto the track if not attended to.

Disposition: Maintenance of Way Department report this now O. K.

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

Disposition: This has been taken care of.

New Business.

By Mr. D. E. Downs: That stop in front of the Presbyterian Church, on Magnolia Avenue, be discontinued as this stop is only made on Sunday and there is a regular stop within 300 feet.

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

By Mr. H. A. Spillane, that lights in telephone booth at Rialto be wired so that trainmen can turn them on early in the morning. At present they cannot be turned on until the sub-station operator gets there.

Disposition: Referred to Mr. Anderson, Electrical Department.

By Mr. Spillane, That certain cases in San Bernardino have not received proper medical attention from the Company Doctor.

Disposition: This matter will be investigated by Mr. F. E. Peachy and taken up with Dr. Weber for action.

By Mr. Spillane, That the ruling that trip passes must be issued in Los Angeles be reconsidered, as there are over 100 trainmen on the Eastern Lines and it sometimes takes a week or more to get a pass from there, which works a hardship on these men.

By Mr. E. E. Kightlinger, that vote be taken to show the number of trainmen who want trip passes to be made out at San Bernardino. Vote was taken and all men were for it.

Disposition: This matter will stand as at present, as the Los Angeles office wishes to keep a record of all passes issued. If requests are made out in ample time and handed in to this office there should be no undue delay.

By Mr. Spillane, that almost all of the trainmen are paying twenty-five cents club dues. They have no trainmen's club rooms at San Bernardino, and this year they are deprived of taking a bath at Urbita Springs without paying for it. Suggests that owing to the circumstances the men be allowed this privilege.

Disposition: Referred to Mr. Bradley and Mr. Burnett.

By Mr. E. E. Kightlinger, that indicators and destination signs are in very bad shape, and he just received demerits for displaying wrong indicator numbers.

Disposition: It was explained to him that he should turn in Miscellaneous Report to cover this; also report it on sheet at carhouse.

By Mr. G. R. Attridge, that motor No. 424 be equipped with sanders as it is used in regular service on Magnolia Avenue, the same as the other 400-class cars on this end.

Disposition: On account of having three of the 400-class cars equipped with sanders it is not necessary to go to this expense as the other cars can sand the track sufficiently.

By Mr. Attridge, that trolley wire is too high on Magnolia Avenue between Tyler and Polk Streets.

Disposition: Referred to the Electrical Department.

By Mr. Attridge, that a duplex ticket be furnished for Eastern Lines, which will cover everything out here, as it would relieve the conductors of a great deal of work.

Disposition: Referred to the Traffic Department.

By Mr. O. I. Gough, that some trainmen are changing indicators before they arrive at terminals.

Disposition: This has been covered by bulletin.

By Mr. Gough, that some trainmen are using ditto marks on train register in column for signals displayed.

Disposition: This covered by bulletin.

By Mr. J. R. Mills, that receptacles be placed on all seats on cars that are used on interurban lines, for the purpose of holding hat checks.

Disposition: Car has been equipped with these hat check holders and same has been approved and referred to the Mechanical Department so that they may be put in use on cars on Eastern Lines.

By Mr. G. F. Parkins, that a headlight switch be placed on each end of 500-class cars, so that motorman can turn same while standing at controller.

Disposition: Referred to the Mechanical Department.

By Mr. Parkins, that there is no landing at F Street, Colton, and cars are compelled to stop on street crossing to receive or discharge passengers.

Disposition: Referred to the Maintenance of Way Department.

By Mr. Parkins, that a stop be made halfway between Crusher and Severance, on the Arrowhead Line, as there are several new houses west of this point and occupants have to walk almost half a mile up or down the track to board car.

Disposition: Referred to the Traffic Department.

By Mr. J. A. Severance, that a motorman or conductor show up at the San Bernardino carhouse every morning to protect all runs, and if needed they could be quickly sent to Riverside. This would compel both conductor and motorman to come to the carhouse and get their car and would do away with some criticism among the men that favoritism is being shown in this respect.

Disposition: This will be done whenever extra men are available.

By Mr. Attridge, that it is impossible at times on the Corona Line for conductors to collect fares, hat checks and call stops; that on Arlington trips the running time is twenty minutes, when inbound five minutes of this is used in loading passengers and pulling switch. Passengers commence getting off by this time and conductor does well if he gets local fares by the time car arrives at the six-cent limit. There is only eight minutes running time left and conductor cannot get fares and hat check. He made check of five days and it shows very little chance for passengers overriding destination.

Disposition: Referred to the Traffic Department, together with statistical statement showing time consumed in issuing hat checks, collecting tickets, also running time on that line.

Motorman J. A. Severance was elected Chairman, vice P. S. Corl, whose term of office expired.

There being no further business before the meeting, adjourned at 9:30 P. M. Next meeting will be held at San Bernardino, Tuesday, May 10, 1921.

F. E. Peachey,
Secretary.

SOUTHERN DIVISION MEETING.

The regular monthly meeting of the Southern Division Trainmen was held on April 19, 1921, at the Pacific Electric Club, Chairman A. L. Read calling the meeting to order at 8:00 P. M.

There were present 22 trainmen; also Superintendent Davis, Assistant Superintendent Taylor, Trainmaster Rich, General Foreman Green of the Mechanical Department, and F. C. Patton of the General Passenger Department.

The minutes of the previous meeting were approved.

Unfinished Business.

Re-locate breaker, Southern California Sugar Company's plant, New Delhi.

Disposition: Mr. Davis stated this was not practical.

Provide light in train register booth, Wilmington Road.

Mr. Anderson reported that this would necessitate installing a full bank of lights at this point.

Disposition: Recommended that this be done, and referred to Electrical Department.

Impaired clearance lumber yard spur at East Long Beach.

Disposition: Mr. Johnson reported this has been corrected.

Impaired clearance, Los Angeles Foundry Company spur.

Disposition: Mr. Johnson reported this has been corrected.

Station sign at Bolsa Chico.

Disposition: Mr. Johnson reported this has been provided.

New Business.

By George Bauer, that trolleys do not ride the wire at connection with West Basin Line at First Street and Wilmington Road.

Disposition: Referred to Electrical Department for attention.

By Mr. Bauer, that trolley wire is out of line, inbound track, at Union Oil Company's plant.

Disposition: Referred to Electrical Department.

By Mr. G. R. Goodrich, that roadbed is crowned too high on Santa Ana Line between Clearwater and Bellflower, resulting in gear cases striking.

Disposition: Referred to Engineering Department.

By Mr. T. F. Betton, that there are several bad rail joints and two bad rails between Standard Oil Company stop and home board, San Pedro.

Mr. Taylor stated this was Southern Pacific track, used jointly, and maintained by that Company.

Disposition: Mr. Davis will take up with Southern Pacific Company.

By Mr. Betton, that track is very rough west of bridge at Gaspur, particularly at Pole 129.

Disposition: Referred to Engineering Department for attention.

By Mr. M. R. Ebersol, that ground be leveled up around switch stand where local line turns off of main line at East Long Beach.

Disposition: Referred to Engineering Department for attention.

By Mr. Ebersol, that conductors be required to pay more attention to avoidance of delays, short bells, long stops, etc., all of which have considerable bearing on efficient coasting on the part of motormen.

Disposition: The subject will be duly bulletined.

By Mr. H. E. Wilmot, that landing at phone booth, Bell station, be leveled up.

Disposition: Referred to Engineering Department for attention.

By Mr. A. Hader, that landing at phone booth, Morton station, be leveled up.

Disposition: Referred to Engineering Department for attention.

By Mr. Wilmot, that crossing flagman at Vernon Avenue does not plainly indicate precedence of trains when flagging them to proceed and doubt frequently exists as to whether Pacific Electric or Los Angeles Railway cars are signalled.

Discussion disclosed the fact that on account of the heavy highway traffic flagman cannot with safety, stand out in the street, as many autoists have absolutely no regard for his safety and on several occasions they have threatened to run over him.

Suggestion offered that he wear a uniform and be sworn in as a special traffic officer.

Disposition: Mr. Davis will have the situation investigated and consistent action taken.

By Mr. Hader, that when cars are cleaned some attention be given to cleaning the motorman's cab on cars so equipped.

Disposition: Referred to Mechanical Department for attention.

By Mr. Hader, that Los Angeles Railway motormen are very careless in their operation on 7th Street between Main and Los Angeles, and pay no attention to Pacific Electric movements in and out of surface tracks; several accidents narrowly averted due to recklessness of L. A. Railway trainmen.

Disposition: Mr. Davis will take the matter up.

Attention also called to careless operation of L. A. Railway motormen at street intersections, as they frequently start feeding up without looking ahead, their attention being given to the mirror, in order to see if steps clear, etc.

Disposition: Mr. Davis will take up.

By Mr. A. L. Read, that Run 76, on 4:50 P. M. trip out of San Pedro consists of five cars, usually two of them non-motor; this train does local work and schedule cannot be maintained.

Disposition: Mr. Davis stated the situation was already under investigation with view of bettering service.

By Mr. Ebersol, that discrepancy exists in names shown on street signs and street names as known to residents between East Long Beach and Willowville, causing uncertainty to all concerned; condition should be corrected.

Disposition: Mr. Patton stated situation would be looked into and remedied as far as possible.

By Mr. F. J. Oriva, that considerable delay to service between 4:30 and 6:00 P. M. would be eliminated if collectors were stationed at the busy corners along Hill Street, to load passengers on front end, as majority of passengers boarding rear end will not go forward, with result that rear platform is soon overloaded and passengers therefore are slow getting on and off.

Disposition: As this is Western Division territory, referred to Superintendent White for consideration.

By Mr. Oriva, that a committee of three trainmen be appointed from each Division to look after sick trainmen and their families and make report where help is needed and to arrange for such help.

The Secretary stated that such committee practically existed in the representation of all departments on the Executive Committee of the Pacific Electric Club, and cases where emergency relief was needed should be taken up with the Manager of the Club.

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

By Mr. Oriva, that Run 61 be allowed deadhead time from 6th and Main Sts. to Arcade station, as run signs off at 6th and Main Street at 9:10 A. M. and signs on at Arcade station at 10:15 A. M.

Disposition: Mr. Davis will take under advisement.

By Mr. Oriva, that an association be formed to be known as the "Pacific Electric Relief Association," a fund to be created through assessment of members and used for relief benefits, at rate of \$7.00 to \$10.00 per week in case of sickness or injury.

Disposition: As such an association would come within the State insurance laws, which require a large cash deposit with the State to protect the members, the suggestion is not practical.

By Mr. Oriva, that in view of the large waste of stationery, trainmen be required to sign up for same and be held to account for its proper use.

Disposition: The matter of waste of stationery will be called attention to through bulletin.

By Mr. Oriva, that a drinking fountain be provided at 5th and Front Sts., San Pedro.

Disposition: Fountains are provided both in waiting room and trainmen's room, and additional facilities not considered necessary.

Chairman Read and G. R. Goodrich reported on their trip to Sacramento where they appeared before the Legislature in connection with the Eight-Hour Bill. Chairman Read stated that the bill as presented was word for word identical with the copy of the bill at the joint meeting of trainmen February 15th and which was subsequently acted upon in the form of a resolution protecting against its enactment. This resolution by Pacific Electric trainman was a material factor in defeating the passage of the bill.

Mr. Hader moved that a vote of thanks be extended the Committee for their work at Sacramento. The motion carried unanimously.

Mr. Betton called attention to lack of items in Pacific Electric Magazine of special interest to trainmen, and made a motion that a committee of three be appointed to gather news items and forward to Magazine editor each month.

Mr. Goodrich offered an amendment that the Committee be as follows:

T. F. Betton, Long Beach.
R. W. Gallop, Redondo.
George Carter, San Pedro.

The motion, as amended, carried unanimously.

There being no further business before the meeting, adjourned at 9:30 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 April 19th, in the Committee Room, Pacific Electric Club, Chairman M. V. Burger calling the meeting to order.

The attendance numbered forty-five trainmen, in addition to Superintendent White and Staff, Mr. Glancy, Representative of Traffic Department, and Mr. Todd of Mechanical Department.

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

Unfinished Business.

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

Disposition: This has been done, and will take effect Sunday, April 24th.

That Run No. 96, Hollywood-Venice Line, be given one more trip and taking one trip off Run No. 101.

Disposition: Crew on Run No. 36 are satisfied with it as it is. Also, later on Run No. 96 will be used for extra trip every Sunday, and the change would interfere with this.

New Business.

By Mr. O. Rose: That palm trees at Crenshaw Blvd. and 16th Street be trimmed, so that a clearer view of wig-wag signal may be obtained.

Disposition: Referred to Maintenance of Way Department.

By H. J. Delmar, that safety stop signs be placed as follows: Outbound at Windward Avenue; inbound and outbound at Ocean Park Station; inbound and outbound at Hill and Surf Streets; inbound at Utah Avenue Station.

Disposition: These stops are station stops where all trains stop without signal. Conditions are such that signs cannot very well be placed to take care of this on account of some trains being single cars and others are three-car trains.

By Mrs. S. G. Masterson: That when P A Y E cars are in for inspection the gates be inspected as part of equipment, and oiled, as they work very hard when they are dry. Also, care should be used in oiling, so as not to damage clothes of passengers or trainmen when they are by the gate.

Disposition: Referred to Mechanical Department.

By Mr. Delmar: That the motormen's sliding windows on 800-class cars are in bad condition and need repairing. Runways are worn so that wind blows windows out.

Disposition: Referred to Mechanical Department.

By Mr. A. Clayton: That the catches on doors to switch panel boxes on 800-class cars are out of order and need fixing.

Disposition: Referred to Mechanical Department.

By Mr. S. G. Masterson: That brake chain on P A Y E cars is too long, and sometimes interferes with operation of the gates.

Disposition: Referred to Mechanical Department.

By Mr. A. C. Russell: That the posts which were placed at Rose Court, on both sides of our right-of-way at Ocean Park, have been knocked down. This creates hazard of accident on account of automobiles coming through opening and across tracks.

Disposition: Referred to Maintenance of Way Department.

By Mr. S. J. Broswall: That we discontinue opening the gates on front end Sawtelle Line cars, between Sawtelle and Venice; as motormen's cabs are being installed in the cars right along, this will get passengers used to leaving at rear end of car.

Disposition: This will be investigated.

By Mr. T. Vick: That the landing platforms on Westgate Line are being cut by teams. Asked if anything could be done to help this condition.

Disposition: Referred to Maintenance of Way Department.

From Suggestion Boxes.

By Mr. E. L. Marvin: That the Sawtelle Main Line dash signs be repainted in their original color, red, so that people will not get these cars confused with Redondo and Venice Short Line trains as they do at present when blue dash signs are used.

Disposition: Mr. White stated that this is being done.

By Mr. Marvin: That all trip sheets and time cards be cut the same size, so that conductors will not have to buy new trip sheet holders every time a new supply of trip sheets or time cards comes out.

Disposition: Referred to Stationery Department.

By Mr. E. A. Reichert: That South Hollywood cars be given right of way, inbound, at Sanborn Junction and Echo Park Avenue, over Hollywood Local and Echo Park cars, during reconstruction of tracks on Santa Monica Boulevard and Highland Avenue, as South Hollywood cars are always late at these points and it would help them to make up time. Also, that this same rule apply to any line, in all cases of reconstruction causing delays to service.

Dispositions: This matter will be investigated.

By Mr. J. Brown: That we have a general choose-up of runs on Western Division, exclusive of closed terminals to take effect about May 1st, 1921.

that if all were well informed as to their own department, they would desire further information relative to the

Disposition: A lengthy discussion took place and a great number of those present took part in it. Finally a motion was made by Mr. E. L. Converse and seconded by Mr. S. Baker, that we have general shake-up of runs once every year, to take place in the month of May. Motion was carried.

By Mr. McCarley: That two one-way stop signs be placed at Rodney Drive and Hollywood Boulevard in place of the one two-way stop sign. On account of the two-way sign being so near the circuit breaker, it is hard to get started, with the slow 200-type cars, between stop sign and breaker.

Disposition: This will be checked up.

By Mr. McCarley: That two one-way stop signs be placed at Kenmore Drive and Hollywood Boulevard, on account of this point being so close to Alexander Street.

Disposition: This matter will be checked up.

Chairman Burger made announcement that Senate Bill 313, proposing to limit trainmen's working hours on electric railway lines throughout the State to eight hours per day, and Substitute Bill changing hours to nine hours per day came up before the State Legislature and were both defeated.

The Chairman read a letter from Mr. and Mrs. F. E. Fortier thanking the Pacific Electric Railway Co. and employees for kindnesses shown them in Mr. Fortier's illness. Mr. Fortier hopes to be back with us soon.

There being no further business the meeting was adjourned at 9:50 P. M.

M. Markewitz,
Secretary.

ELECTRICAL DEPARTMENT MEETING

Held at Pacific Electric Club, Monday Evening, April 18, 1921, at 8:00 P. M.

Visitors present, Messrs. Miller and Grace.

Members of Department present, 102.

Meeting called to order by Chairman Ewers, at 8:05 p. m. Minutes of meeting held March 21 read and approved. All present were furnished with "Straight Ahead" tags, provided by the Entertainment Committee.

New Business

There being no unfinished business, the Chairman, under New Business, stated that in order to facilitate matters, nominations and election of officers would be held as the first order of business, and called for nominations.

Following is a list of nominees for the several offices, with votes received:

Chairman

T. W. Kennedy (Elected) 47
E. S. Mills 14
R. M. Cobb 9
C. L. Fitzgerald 2

Vice-Chairman

E. J. Oltman (Elected) 41
J. W. May 30

Secretary

E. J. A. Hasenyager (Elected) .. 29
E. W. Cook 28
R. W. Merritt 16
J. W. May 1

Upon completion of the balloting for offices, Chairman Ewers made introductory remarks relative to the evening's program, explaining its purpose and the proposed policy which was being inaugurated with this meeting. It was explained that the Entertainment Committee had arranged for a series of talks by various members of the Electrical Department which were progressive; that is, the talks would cover the different branches and phases of the Department, step by step; thus acquainting the Department employees with the more important duties of the various branches of the Department.

It was further explained that this program was but the first step in a boosting campaign, it being the opinion of the Committee that before one could be a conscientious booster, one must be well informed and that the proper place to start was with one's own department. It was the hope of the Committee that the proposed plan

would prove acceptable, feeling assured Company's affairs and that it would react automatically to their own and the Company's interests. It was also proposed to invite the officials from the several departments from time to time to take part in the meetings.

Mr. Anderson was the first speaker; his subject being "In Retrospect." He carried the audience back to early times before the days of A. C. equipment and multiple control, telling of the old time problems, of the material used, and the general development in electrical equipment.

Mr. Adams gave a very interesting talk pertaining to the physical data in connection with the distribution of the electrical energy, covering the amount invested, capacity of stations, length and extent of transmission lines, etc.; and latest developments in electrical equipment.

Mr. Cobb gave a very instructive talk on direct and catenary systems of trolley suspension, pointing out the characteristics, advantages, disadvantages, relative cost, etc.

Mr. Ballard gave a talk on "How to make an operator."

Mr. Brown spoke on the duties of the line maintenance crews.

At this point, the talks were discontinued temporarily, and an exhibition was presented by Mr. I. C. Wood, substation operator at Arcadia, of his newly patented liquid screen apparatus for producing wonderful and beautiful light coloring effects. All present appreciated the opportunity to witness the demonstration.

After the demonstration, Mr. Kilpatrick gave an extended talk on "Duties of a Central Station Operator."

Mr. Miller, Chief Dispatcher, gave a talk on matters pertaining to the use of telephones and the duties of the train dispatchers.

Mr. Kennedy, chairman-elect, assumed the chair and briefly gave an outline of the policy that he expected to pursue in conducting the future meetings—concluding the meeting with a talk, "Why Boost."

The meeting adjourned at 10:30 p. m. Refreshments were served in the auditorium.

ELECTRICAL DEPT. MEETING

Minutes of meeting held April 13, 1921.

Meeting called to order at 8:15 p.m., 45 members being present, including all officers of the club.

Minutes of the previous meeting were read and approved.

Eighteen new names were presented and accepted for membership.

Secretary reported a total membership of 260 and the Treasurer reported a total of \$250.63 in the treasury.

The question of buttons for the Club was brought up and it was decided to carry it over to the next meeting.

Copy of the resolution drawn up at the special meeting in March was read for the benefit of those who were not present at that meeting.

Mr. J. W. May stated that the manager of the Pasadena Hardware Co. had offered to donate a prize for any sporting contest we might decide upon.

Motion made and carried that Mr. May see what he could get from the Pasadena Hardware Co. in the line of a prize for a special fishing contest to be held at the time that the Club goes to some beach for an outing.

Motion made and carried that the Club refuse no prizes that are offered.

Motion made and carried that we have a fish chowder for our meeting in May. Mr. P. E. Page was appointed a committee of one to secure the fish for this chowder.

Motion made and carried that we hold a Blue Rock shoot at the Vernon Gun Club, Sunday morning, April 24th at 10:30 o'clock.

Messrs. Golt, Blakely and Estes were appointed a committee to canvass the Western Division for new members.

Meeting adjourned at 9:10 p.m. and all present enjoyed two reels of Outing Pictures and a very good oyster stew, prepared by our chief cook, Mr. Jack W. May.

L. F. VOLKHART,
Secretary.

RAGS AND OLD HUSBANDS

It isn't so much the original cost of a husband that counts as it is the upkeep. On account of the present cost of keeping one of these luxuries around the house some women are offering them for sale, and, according to announced specifications, there are some real bargains.

One in New England is being offered at auction, and those who are interested in a used husband, just as good as new, are invited to call and look him over.

Out in Missouri a few weeks ago a woman of energetic habits, who had one of these luxuries hanging around her parlor in an ornamental capacity, didn't wait to sell him at auction or to raffle him off at a dollar a ticket, but traded him for a mule. She got more work out of the mule in one week than she had been able to get out of her husband in fifteen years.

It doesn't look as though any lady who wants to buy a second-hand husband will have to go without one. The styles change so, for one thing, cheap.

It is possible to grow very weary of a husband—the same old face across the breakfast table and all that, don't you know. Few husbands improve with age and many of them develop tire trouble, becoming tired very easily early in life. The new plan comes as a great relief, and we need not be surprised to see the following want ad in the newspapers of the future:

FOR SALE—On your own terms, cash or installments, one-family husband. Kind and gentle and fond of children and any lady can drive him. Has no vicious habits, such as biting or kicking, and never runs away. Has considerable speed in single harness, but can be driven double if rightly handled. Reason for selling—high price of oats. Can't afford to keep him any longer. Will sell outright or will trade for phonograph or parrot.

A wife doesn't do much rejoicing when her husband hands her two bucks extra on Saturday night. She knows that the darned old Indian giver will want it back along about Tuesday.—Arkansaw Thomas Cat.

A physician claims to have restored two patients to sanity by pulling teeth. When they see the bill they may go crazy again.—Pittsburgh Sun.

The Remedy

THE business life of the world is in a state of extraordinary readjustment. We have made great contributions to human betterment, and, while we falter at times, we seek to realize, as far as human frailty will permit, ideals of truth, justice and right living. But today, as in all times of unrest, we are beset by a multitude of the hasty, the unthinking, or the evil-minded with panaceas for the relief of conditions about which even the wisest among men and women hesitate to reach definite conclusions. The great mistake most of our present day theorists are making is that while they are correct in the opinion that we are living in a world distraught, their remedies overlook the fact that the only effective cure will come through the age-tested formula of hard work, frugal living, economical government and through co-operation.

—George B. Cortelyou.

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